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Jay and Frances Benton

"Middlesex House"
Three Pequossette Road
Belmont
Massachusetts

"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

THE ILLUSTRATED DIARY

of

JAY R. BENTON

JULY
1945

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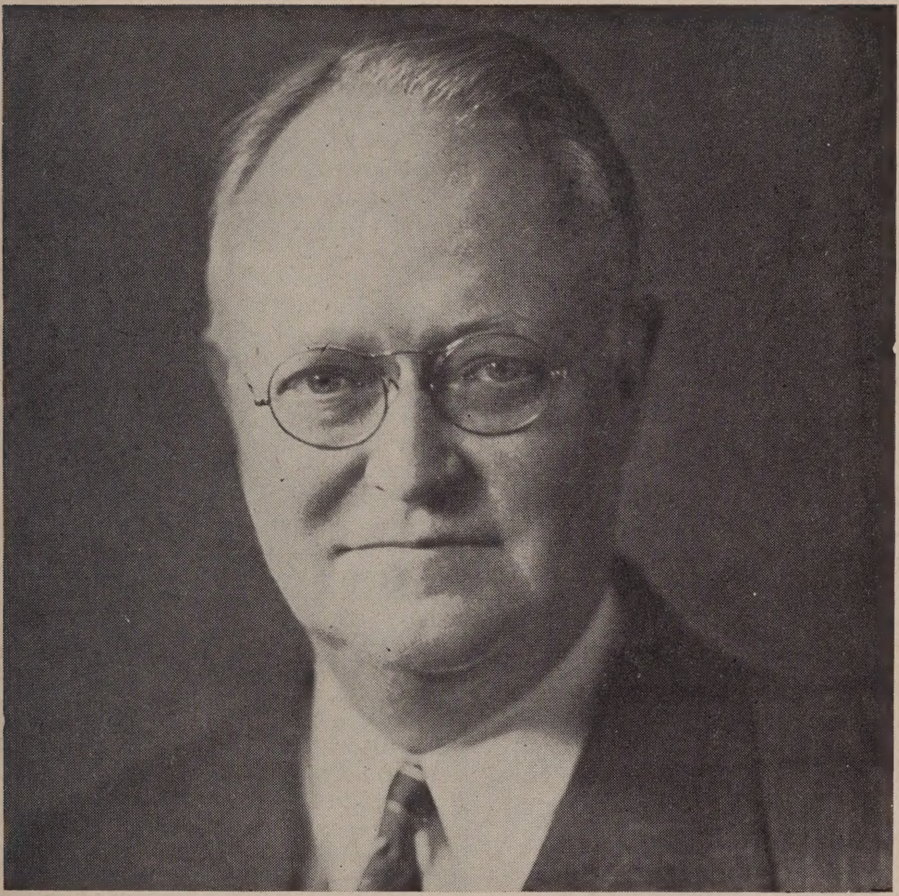
AMERICAN UNDERWRITER



JAY R. BENTON

President of the Boston Mutual Life, reports that for the first five months of 1945 that Company had a combined insurance gain of $4,827,514, making the total insurance in force on May 31st, $134,047,520. Premium income for the period amounted to $2,351,660, gross assets increased $2,614,695 over a year ago and surplus increased $322,969. Since the first of the year, $844,822 has been paid to policyholders, the increase in legal reserves was $958,000, and cash income over disbursements amounted to $913,727. Total death claim payments for the first five months amounted to $390,374—17% of this amount, or $69,282, was due to war casualties.

Sales Promotion.

HE

LIFE

COMPANY

MERICA

ENTIRE FAMI

PURSE AND

CHARLES T. CHASE
Treasurer

PHILADELPHIA, PENNA.

under the direction of Purdue University, assisted by a Conference Advisory committee composed of President H. P. Skoglund of the North American Life and Casualty, Executive Committee Chairman R. J. Wet[illegible] lund of the Washington National, and Managing Director Harold R. Gordon.

In compliance with ODT regulations, attendance will be limited to individuals representative of accident and health, all of them from member companies. J. W. Sc[illegible] Secretary, Inter-Ocean [illegible] the program [illegible] and details at the [illegible] handled by Dr. [illegible] Assistant to the Di[illegible] Session at Purdue.

RED CROSS" CHECK

[illegible] employees of the [illegible] presented a check [illegible] American Red Cross [illegible] to be used to equip [illegible] for wounded [illegible] Valley Forge General Hospital. The employees conducted a three-month waste paper collection drive, bringing in waste paper from their homes, with all proceeds from the sale of the paper donated to the project. The check was presented by Francis Capelli, president of the [illegible] Mutual Association, and accepted by Effingham B. Morris, Jr., and Mrs. [illegible] taine Brown, co-chairmen of the Red Cross Camp and Hospital Committee in Philadelphia.

BOSTON MUTUAL LIFE REPORTS GAINS

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BOSTON HERALD

Boston Mutual Life Reports Volume Gain

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BOSTON GLOBE

Boston Mutual Life Surplus Increased

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BOSTON METROPOLITAN CHAPTER

CTION DEPARTMENT 1944 - 1945 ANNUAL REPORT

URGICAL DRESSINGS

	No. of Workers	Total Hours	Total Dressings Shipped	Increase or Decrease
1942	14,466	819,747	4,197,581	303,075
1943	12,000	565,000	10,751,405	6,550,743
1944	12,610	684,310	16,500,999	5,749,594
1945	7,292	337,520	10,648,117	5,852,828

he following figures will indicate the general divisions of the program:

	Dressings	Sewn Articles	Totals
Army	4,389,600		4,389,600
& Hospital Council	505,634*	17,536	523,170 (115 orders)
Donor Center	3,843,000	715	3,843,715
Hospitals	1,843,793	47,832	1,891,615
	10,582,027	66,083	10,648,117

ludes Battle Dressings and tape sponges which are sewn.

s the figures show, we had a definite decrease in our Army quota and for several
s in the year had none. Those quotas we had in the second half of the year were
ly 4 X 8's, a slower dressing to make.

e had 115 requests from Field Directors for dressings, Sick Bay equipment, bedside
and many other sewn articles for ships and Federal hospitals. These were generally
ency orders which had to be completed in a limited time.

he Blood Donor Center quotas were slightly lower.

ponges for local hospitals remained about the same - but an increase of 10,000 sewn
les will be noted.

he splendid way in which the workers of our Branches, Districts and Groups and at
uarters carried on and the response of the sewing units to emergency requests made
a notable year. This loyal cooperation and hard work enabled us to meet all demands.

Respectfully submitted:

Mary T. Wrenn, Chairman, Surgical Dressings
Frances B. Benton, Vice-chairman, Surgical Dressings

BOSTON SUNDAY POST, JULY 1, 1945

G.O.P. LOSES SUPPORT ON PORT ISSUE

Opposition to State's Best Interests Hit by Own Backers

BY WILTON VAUGH

Unless the Republican leaders at the State House reform by tomorrow and get behind the $15,000,000 bond issue for the Port of Boston development, they face a losing battle in the 1946 elections in Massachusetts.

HITS GOP SUPPORTERS

The action of their House ways and means committee in slashing $10,000,000 from this self-liquidating waterfront project is a direct smash at the very interests that have financed the G. O. P. political campaigns in the past.

The bill was filed with the united support of the New England bankers, railroaders, shippers and other industrialists, as well as the local merchants, tradesmen and labor organizations. It has the backing of the Associated Industries of Massachusetts, the Massachusetts Farm Bureau Federation and the Massachusetts Federation of Taxpayers' Associations. Leaders' of none of these groups except labor have been seen at Democratic headquarters in elections.

Although Gov. Tobin favors the $15,000,000 port development bond issue, it is not his bill and its defeat would not hurt him in the next election. Responsibility for any political tactics delaying the improvement of the port so that it may compete for world trade will rest solely with the Republican-controlled Legislature.

Foced to Grant Airport $15,000,000

The same leaders also drove out of their party in the past week large groups of voters who have been allied with the G. O. P. since the Civil war.

They did this in defeating the anti-discrimination bill which sought to outlaw prejudice in hiring workers, because of their race, religion, color and nationality. Gov. Tobin and the Democratic floor leaders in the Senate and House fought for the passage of the bill in vain, as it was voted down by the Republican majority.

Earlier this year the Republican leadership revealed its short-sightedness in trying to cut the bond issue for the Logan International Airport expansion from $19,500,000 to a niggardly $8,000,000. An arousing public finally forced the Legislature to grant $15,000,000 for the airport.

The $15,000,000 port development bill was filed by Rep. Peter J. Jordan of Revere, the Republican assistant floor leader, at the request of the Greater Boston development committee which is headed by Former Atty. Gen. Jay R. Benton.

It was endorsed by representatives of all the railroads operating in Boston, the A. F. of L., the CIO, the Brotherhood of Railway Workers, and the Massachusetts Mayors' Association, 21 New England organizations in all.

Joseph P. Kennedy, who knows the shipping business, having been the organizer of the U. S. Maritime Service, told the committee that the $15,000,000 would be only a drop in the bucket if New England wanted to regain its place in world trade. He was joined in these sentiments by Chairman John F. Fitzgerald of the Boston Port Authority, Gov. Ralph E. Flanders of the Federal Reserve Bank of Boston and Chairman William K. Jackson of the Boston Chamber of Commerce, all urging fast action.

House Committee Lags

After the hearings here the committee on State administration made a personal inspection of the ports of New York, Philadelphia, and Baltimore. This committee, headed by Sen. Cornelius F. Haley, Rowley Republican, and one of the Legislature's outstanding experts on port development, came back to Beacon Hill and voted unanimously in favor of the $15,000,000 bond issue.

But the 15 members of the House committee on ways and means, only one of whom lives in Boston, cut the bond issue to $5,000,000, so that the port backers would have to come back on their knees and plead for more next year. Committee members explained that was as much as the Port Authority could spend, making plans and surveys until the 1946 Legislature meets in January.

The real test comes tomorrow when the report of the Republican-dominated ways and means committee, composed of 10 Republicans and five Democrats, will be debated on the floor of the House. In the past few days the rising tide of demand for the full $15,000,000 has been almost unanimous, among the business interests and the general public.

Among those who appealed to the Legislature to support the bill last night was Acting Mayor Kerrigan, who issued a call to the 47 Boston members of the House and Senate to cast their votes for the full $15,000,000 bond issue without delay.

THE BOSTON SUNDAY GLOBE—JULY 1, 1945

Fight Mapped to Restore 10 Million Cut in Port Bill

Vehement in their indignation at the $10,000,000 slash in the Port Authority Bill recommended by the House Ways and Means Committee, political and business leaders and other proponents of the bill plan a finish fight to restore the cut when the matter comes up for action in the House tomorrow.

They pointed out the two-thirds slash in the funds for development and expansion of the Port of Boston would "virtually tie the hands of the new Port Authority during the highly critical months between now and the Spring of 1946."

Mayor Kerrigan put the full weight of his office behind backers of the bill by announcing that he will send a personal appeal to the Legislature tomorrow for immediate appropriation of the $15,000,000.

See PORT Page 6

Port

Continued from the First Page

This amount, he said, "is needed now if the Port of Boston is to be saved and developed into a place f importance in water transportation, serving the ports of the nation and the world."

"The subject is too serious and important to permit of further delay," he asserted.

Willis Scores Slash

At the same time, Speaker of the House Frederick B. Willis, expressing hope that no less than the $15,000,000 appropriation originally recommended for the port's renovation, would be voted, declared:

"We must see that Boston, our major seaport, is fully up to date and equipped to serve the great cargo vessels that will come here from all parts of the world. We must provide the necessary money and build the essential docks and piers now."

The report would set up a five-man Boston Port Authority, to which would also be available the $4,750,000 approved in 1941 for construction on the Boston & Maine Railroad piers in Charlestown, delayed for lack of materials.

Democratic Representative John E. Powers of Boston, defending the reduction recommended by the Republican-dominated committee, said: "It gives $9,750,000 to a five-man authority that doesn't exist as yet. We don't know who the members are going to be or what they are going to do. I don't see how they could spend $15,000,000 now if we appropriated it. To me it looks like a good idea for the authority to get going on the lesser appropriation, come to the Legislature next January with a concrete plan and proposals, and get such additional appropriation as is shown to be needed."

Backers of the bill, however, point out success for the port development hinges on appropriation of the full amount now to insure a port fully equipped to handle the tremendous volume of postwar business which will be available.

As one legislator summed up his attitude, "A bird in the hand is worth two in the bush—we should appropriate the amount that will insure success and not bank on coming back for more money."

To the argument that a full appropriation for an authority not yet appointed is unwise, supporters of the proposal reply that adequate safeguards on all port development expenditures are provided under provisions of the proposal giving the Governor and the dominantly Republican Executive Council full responsibility for supervision and approving expenditure of the Port Authority funds.

Former Ambassador to Great Britain Joseph P. Kennedy and other financiers joined with Andrew Lane, manager of the present Boston Port Authority; William Jackson, president of the Chamber of Commerce, and representatives of labor, banking, shipping and transportation organizations in emphasizing the importance of voting the full $15,000,000.

Must Act Now

The Executive Committee of the Greater Boston Development Committee, headed by Ralph E. Flanders, sponsors of the port bill, have warned that "unless we take the needed action now it might be better to abandon the bill, write off the prewar volume of traffic and industrial activity which are dependent on immediate port rehabilitation, and plan only such business as can be handled by a minor, second-rate port."

Boston
Herald
July 1.

Groups Fight Port Fund Cut

House Acts Tomorrow On $15,000,000 Issue

Support was being organized last night for a battle tomorrow against the House ways and means committee recommendation that funds proposed for the development of the port of Boston be slashed from $15,000,000 to $5,000,000.

With House action on the recommendation scheduled for tomorrow, members of the Greater Boston Development Committee, the New England Council, several chambers of commerce and other civic organizations joined their efforts to prevent the cut. They argued that anything short of the immediate earmarking of $15,000,000 would doom Boston's port to a third-rate status after the war.

A number of legislators, among them members of the committee on state administration, are certain to back the original proposal for a $15,000,000 bond issue to equip Boston with facilities to compete with other Atlantic ports in the coming contest for world trade. The committee has recommended not only that $15,000,000 be made available, but also that more funds be provided later, since new docks and berths could be expected to pay for themselves.

Mayor Kerrigan announced last night that he would send an appeal to the Legislature for immediate appropriation of the $15,000,000. He said that "if our industrial life is to be preserved and expanded, if jobs are to be provided for in abundance, if prosperity after the war is to become a reality, we must have a port that will be alive and active, with accommodations to handle more passenger and freight traffic than is now possible. . . . There is nothing partisan or political involved in this question, whether the sum to be appropriated is to be $5,000,000 or $15,000,000. The only question at stake is one of prosperity.

"Our fate, the answer to that question, is now in the hands of the state Legislature."

The committee pointed out the Port of Boston is out to restore immediately prewar traffic, rebuild traffic lost during earlier years of the war, and win new volumes of traffic, but warned that "shippers and shipping lines have no way of knowing whether we really mean business except by our actions now."

These shippers, the committee said, will regard the action of the Ways and Means Committee as "an indication that Boston does not really intend to plan boldly or move swiftly" and that "we do not have faith in our endeavors to regain even our 1939 level of shipping activity and in our ability to create a Port Authority with sufficient business intelligence and judgment to find out what facilities are needed and can be profitably used."

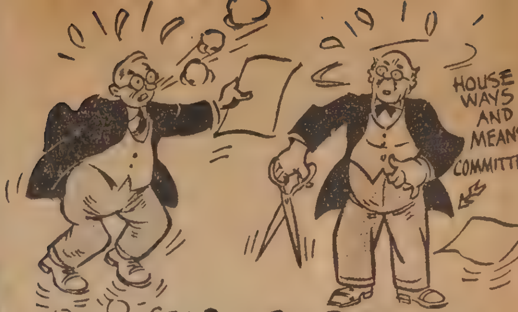
Kerrigan Says Prosperity at Stake

Mayor Kerrigan, in backing immediate restoration of the full $15,000,000 appropriation for port development, said:

"If our industrial life is to be preserved and expanded, if jobs are to be provided for in abundance, if prosperity, after the war, is to become a reality, we must have a port that will be alive and active, with accommodations to handle more passengers and freight traffic than is now possible.

"There is nothing partisan or political involved in this question of whether the sum to be appropriated is to be five or 15 million dollars. The only question at stake is one of prosperity. Shall we have more of prosperity and less of retarded progress? I am sure, if the Legislature will ask itself this serious question, the $15,000,000 will be appropriated at once."

Members of the House Ways and Means Committee are: Roy Roy C. Smith (R), Holbrook; Charles E. Shepard (R), Warren; Joseph A. Sylvia (R), Oak Bluffs; Nathaniel Tilden (R), Scituate; George W. Stetson (R), Middleboro; Thomas R. Gray (R), Springfield; G. Chauncey Cousens (R), Waltham; Laurence W. Law (R), Holyoke; Charles Gibbons (R), Stoneham; Timothy J. Moriarty 2d (R), New Bedford; Anthony R. Doyle (D), Worcester; John E. Powers (D), Boston; Michael J. Conway (D), Millville; Joseph W. Dooley (D), Taunton, and P. Gilbert Sullivan (D), Boston.


HOUSE WAYS AND MEANS COMMITTEE

SEE RUIN FOR BOSTON PORT, BUSINESS LEADERS PROTEST CUTTING OF APPROPRIATIONS

Sunday July 1st 1945 X
Still hot - but slept
quite well last night. Woke up at 5.30 and started reading. The "Post", "Globe", and "Advertiser" came early at 7.30 - the "Herald" an hour later - Breakfast upstairs - Orange juice - corn flakes - Breaded Pork Chop. Bulkie Roll. Iced Coffee. Dressed at 11 and over to see Mother at 11 Oak Avenue. Back at 12.40. Louise came up for an hour's chat on the front porch. Become hotter and more humid - Sunday dinner on the porch. Jellied Consommé. Broilers. Riced Potato. Gravy.
Peach shortcake. Rested all afternoon. Girls went out at 7.X Frances brought me up a snack supper. Chicken Club Sandwich. Milk. Sliced Bananas & Cream +

Good Sleeping Weather Forecast for Tonight

In spite of continuing high temperature, Boston was a more comfortable place in which to work and live today as humidity dropped and the Weather Bureau promised "good sleeping weather tonight."

William H. Tracy, government meteorologist from Buffalo, officially took charge of the weather bureau here today and immediately panned the weather.

"Uncomfortable," said Tracy, who took the place of G. Harold Noyes, retired. The humidity," he added.

The mercury rose to 83 as early as 9:30 but by mid-afternoon had risen only one more point. The humidity then was 53 per cent. The day was less humid than yesterday and dryer air masses were due to roll in from the west and northwest.

For tonight and tomorrow the forecast was fair, with a minimum temperature near 66 for tonight. Tomorrow the day will be cooler and not so humid, with gentle to moderate winds, the forecaster said. Pleasant weather was expected through Wednesday.

Yesterday, the hottest July 1 since 1872, saw three deaths from prostration and nine by drowning. The mercury rose to 93, only two degrees below Saturday's mark, an extreme humidity driving more than 1,000,000 persons to metropolitan beaches, according to police estimate.

Balmy weather appeared to be in store for the July holiday.

Monday, July 2nd 1945

Still hot and muggy – Breakfast on the Porch. orange juice – corn flakes – fried eggs & Bacon & Toast – Iced coffee – to the Square with Frances – Subway. Office – Work – Busy calling up the newspapers on the Port Bill – Colton Jr. came in at 11.30 for a conference about our spread advertising to start on July 16th. Out at 1 with Everett Lane – to Steuben's for lunch. Chicken Salad – Sliced Tomatoes – Roll – Cottage Cheese. Iced Coffee – Banana – to the State House to get House Calendar and revised copy of Port Bill. to Jordan's – to get film prints. Back to the office – worked to 4.45 – With Moody & Mansfield to Allston – then home. Front Porch. Mary out for dinner – Yankee Pot Roast – to bed early +

The shrubs and perennials arrived today from Reynold's Farms. South Norwalk, Conn.

THE BOSTON HERALD
MONDAY, JULY 2, 1945

What Kind of Port Do We Want?

A thriving, modernized, constantly-expanding, first-class Port of Boston, managed by able men, or a second-class, outmoded, moribund, down-at-the-heels port, administered in a routine way by routine officials and trying desperately and vainly to prevent further loss of business and prestige—it is for the Legislature of Massachusetts to decide which of these is proper for Boston. In reducing the appropriation for the Port Authority from $15,000.000 to $5,000,000, the ways and means committee of the House showed its preference for the latter.

If the Legislature accepts the recommendation, the creeping paralysis which has overtaken our waterfront will continue at a faster pace. The first-class group which is now trying to solve the problem will lose its enthusiasm and its interest if Boston should try to compete with a push-cart against the great and growing establishments of its many eager competitors. The Port of Boston will be so far outclassed by them that the holding of even its present precarious position will be all but impossible. And the warmest approval of the shortsighted, penurious policy which the Commonwealth may adopt will come from these rivals.

The legislators appear to believe that a cautious, slow-going development of port facilities will suffice. It will not. The decline had gone so far before the war that only an energetic, comprehensive program will regain the ground which has been lost already. Conditions will be so different after the war from those which prevailed prior to Pearl Harbor that the financing which would have been sufficient then will not be nearly enough in the immediate future. The good record of the port during the war has been due almost wholly to nonrecurrent factors and the generosity of the federal government. If there had been no war, Boston would have continued to slip.

Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, has said that if the ideas of the ways and means committee prevail, a "fatal blow" will be struck at "all hopes of recovery of Boston for decades to come." That is a courteous way of declaring that Boston will be done for permanently as a major port.

The facts and figures of the port in the last decade or two are conclusive evidence that he is correct; and the progress and plans of other ports clinch his convictions. He speaks of the "years of deterioration" locally and of the modern, aggressive ports lying southward along the Atlantic coast." They will be even more aggressive hereafter. They are not pinching pennies. They are aware of the business which will go to them automatically if Massachusetts legislators continue to do a maximum of talking and a minimum of appropriating. Why should such excellent men as Mr. Flanders, J. R. Benton of the Greater Boston Development Committee, Joseph P. Kennedy, President W. K. Jackson of the Boston Chamber of Commerce and a dozen others of similar standing and ability bother about the Port of Boston if the Legislature should deny them the tools to work with?

The Legislature proposes to spend at least $60,000,000 for bonuses which will be of dubious value, and Governor Tobin has offered a building program amounting to almost $34,000,000—a total of $94,000.000. At the same time, the house committee makes a 66 per cent. slash in the minimum amount which is necessary immediately for the dtfense of, to say nothing of an offense by, the ort of Boston. That's a display of provincialism, timidity and defeatism, a hint that the legislators lack confidence in the future of Boston and the Commonwealth and respect for the best judgment which has been brought to bear on our port problem for a generation.

The Boston Globe
Published by GLOBE NEWSPAPER COMPANY
242 Washington St. . . . Boston 7, Mass.
(Established March 4, 1872. Evening edition first issued March 7, 1878. Sunday edition first issued Oct. 14, 1877.)
MONDAY, JULY 2, 1945

That Ten Million

Anxiety for restoration of the $10,000,000 cut from the proposed $15,000,000 for the Port of Boston increases as people realize what such a reduction would mean to this entire region. Boston is the sea gateway for New England. To its wharves come many of the raw materials used in our factories. And from it the finished products are carried to distant markets.

The question of adequate development of the port reaches far beyond this great metropolitan district. It extends beyond Massachusetts. So far as shipping goes, it is almost accurate to say that Boston is New England.

The welfare of millions depends on adequate transportation facilities. The people here have fine scenery and a good climate, but they must also have work. If that decreases, the whole of New England inevitably will suffer.

The slash made by the Ways and Means Committee, no doubt with the best of intentions, should be restored.

The Boston Post
Established 1831
The Independent Democratic Paper of New England
(Issued daily by Post Publishing Co.)
JULY 2, 1945. NO. 1: VOL. 706

PORT BILL

Farsightedness does not seem to be a collective attribute of our State Legislature. It tried for a time to hold up the expenditure of sufficient funds to make the Boston airport one of the country's finest, and now it threatens to block the $15,000,000 bond issue needed to develop our port in the same way. The $10,000,000 slash voted by the ways and means committee would be fatal to any attempt to put our port on a par with other big-time centres along the Atlantic coast in the coming scramble for postwar trade. Every competent authority is agreed that $15,000,000 is the least that can be spent if we want to remain among the leaders and that the city will benefit many times over from such an appropriation. The Legislature must not allow itself to be an obstacle to progress when it takes up consideration of the committee report this week.

Give Port the Full $15,000,000

LAST FRIDAY the 85,000-ton British SS Queen Elizabeth brought more than 14,000 home-coming American troops into New York harbor. Great ship, great men, great port, great publicity.

In the news, simultaneously, was the Port of Boston, but not so conspicuously or favorably.

Up on Beacon Hill, the Ways and Means Committee, in a baffling demonstration of nonsensical economy, had slashed the generally recommended and approved port renovation appropriation from $15,000,000 to $5,000,000.

IMAGINE THE EFFECT ON THE OWNERS OF THE QUEEN ELIZABETH AND OTHER PASSENGER AND CARGO LINERS WHO ARE REVISING THEIR SHIPPING ROUTES AND SCHEDULES IN PREPARATION FOR POST-WAR PROSPERITY.

Imagine the disappointment of anybody and everybody who wanted to send merchandise into Boston and take merchandise out of Boston.

And, making the whole thing even more shocking and staggering, the Ways and Means Committee, which thought that $5,000,000 was enough for the port on which the welfare of the entire State depends, calmly announced that it endorsed the spending of THIRTY MILLION DOLLARS FOR NEW SEWERS.

WHEREFORE the Greater Boston Development Committee, an organization of the outstanding leaders of business, banking, industry and labor, said.

"The Port Authority Bill, as originally proposed with $15,000,000 of State credit, was a carefully studied MINIMUM bill, drafted by a committee of leading citizens.

"It gave the Port Authority the MINIMUM needed powers and funds FOR ACTION.

"The need is now much more acute than when the bill was filed nearly six months ago. EVERY DAY COUNTS IN THE COMPETITION WITH MORE AGGRESSIVE PORTS.

"If we are not now willing to do the MINIMUM job required; namely, give a Port Authority real authority and funds to act in a race against time during the next critical year, THEN WHY DELUDE OURSELVES THAT THROUGH HALF-WAY MEASURES BOSTON CAN EVER AGAIN BECOME A MAJOR PORT?

"The Port of Boston is out to restore immediate prewar traffic, rebuild traffic lost during earlier years and win new volumes of traffic in areas which it can efficiently serve.

"But shippers and shipping lines have no way of knowing whether we really mean business EXCEPT BY OUR ACTIONS NOW.

"These shippers and shipping lines will look at the action of the Ways and Means Committee as AN INDICATION THAT BOSTON DOES NOT REALLY INTEND TO PLAN BOLDLY OR MOVE SWIFTLY.

"They will look upon the slashing of the bond issue to $5,000,000 as a sign THAT WE DO NOT HAVE FAITH IN OUR ENDEAVORS TO REGAIN EVEN OUR 1939 LEVEL OF SHIPPING ACTIVITY or in our ability to create a Port Authority with sufficient business intelligence and judgment to find out what facilities are needed and can be profitably used.

"Under the Ways and Means Committee bill, the Port Authority will have to WAIT AT LEAST A YEAR to proceed with construction of facilities WHOSE NEEDS ARE APPARENT RIGHT NOW.

"Since completion of engineering plans and construction of new facilities would take as long as 18 months, OTHER PORTS WILL IN THE MEANTIME WIN THE BUSINESS WHICH WE ARE NOT EQUIPPED TO ATTRACT."

THE PEOPLE of Massachusetts asked the Ways and Means Committee to pave the way for prosperity and its members set the stage for DEPRESSION.

The people asked the Committee for a great port and more commerce. And the Committee replied by forcing the people to expect LESS THAN THEY HAD BEFORE THE WAR.

Will the other Representatives and Senators agree with this rebuke to labor, business and industry?

Let it not be said that any member of the Legislature plunged this seaport city and State into needless depression.

Battle Begun to Restore $15,000,000 Port Fund

Proponents of the $15,000,000 appropriation for Boston port development, slashed to $5,000,000 by the House ways and means committee, marshaled their forces today at the State House for an all-out fight to restore the cut.

The fght over acceptance or rejection of the ways and means committee report is expected to develop into one of the stormiest of the present session, with supporters of the slash declaring their intention to stand pat.

The oustanding argument against the slash is that the larger sum is the minimum amount under which the new Port Authority can properly function and adequately expand the port facilities to meet postwar shipping needs and the competition from other ports.

Frederick C. Church, chairman of the Boston Port Development Committee, warned the legislators that New York is prepared to spend $1,000,000,000 for port expension, and that Baltimore has been granted $50,000,00 for its port.

Other ports he listed were: Philadelphia, granted $31,000,000; New Orleans, $28,000,000, and San Francisco, $25,000,000 preliminary grant.

The State of Georgia, he said, had granted $10,000,000 for the development of Brunswick and Savannah, which handle only one-sixth of the tonnage handled at Boston.

"In view of this," he asked, "how can anyone reasonably argue that $5,000,000 is enough for Boston?"

"A strong Port Authority must be set up with funds to develop the services of our port, so that we can at least stand on an equal competitive basis with other Atlantic ports," Church pointed out.

"The $15,000,000 provided in the Port Authority Bill would be used up quickly through leases to companies ready now to negotiate. Estimates show that postwar world trade will be enormous.

"This is not a horse trade. It is good business for all of us

BOSTON DAILY GLOBE—MONDAY, JULY 2, 1945

Port Fund Debate May Be Put Off Till Monday

Republican legislators predicted his afternoon that a motion would e offered on the floor of the House o put over discussion of the Port f Boston bill until Monday. The egislation is on the House calendar or action today.

New supplies of ammunition toay were moved up as the bitter attle in the State Legislature over he proposed $10.000.000 slash in the ppropriation for the Boston port vas resumed this afternoon.

1. The proposed reduction, recnmended by the House Ways and eans Committee, was declared in joint statement by Nicholas E. eterson, vice president of the First ational Bank of Boston, and Anew F. Lane, general manager of oston Port Authority, to be, if it ere approved, "a fatal blow" which ould seriously jeopardize future evelopment of the port.

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2. Representatives of labor, indusy and an intermingling of interests ever before equaled here exressed themselves strongly in favor f the full $15,000,000 appropriation.

3. The Ways and Means committe's proposal to cut the appropriaon to $5.000.000 was endorsed by layor Carl A. Raymond of Melrose.

Peterson and Lane pointed out in eir statement that the $15,000,000 rovides for minimum expenditures eemed necessary after an analysis defects of the present port setup, d the smallest amount which ould produce a successful modern rt.

"The action of the Ways and eans committee," the statement arns, "will be cheerful news to the her ports, as it is an invitation r them to put on an aggressive mpaign to solicit cargo traffic and ipping business that belongs to ston. This already is in evidence."

The statement called attention to fact that before the war, fourhs of all the apparel wool imted into this country came by y of the Boston port, thereby king Boston the leading wool ter of the country. Now, howr, the report continued, due to of facilities, only 1 percent of wool comes through the same

"Moreover," it resumes, "some firms have reported that if needed port facilities are not provided, they will move their plants to another section. It can be seen, therefore, that many jobs are at stake in this decision to be made by the Legislature."

The whole economic future of Boston is involved, the statement asserts. "We stand at the crossroads," it reads, "facing a tough competitive struggle in the postwar period. If our industries are to be seriously handicapped by failure to provide the minimum transportation facilities needed, and which are so generously supplied in other regions, then the future outlook for this section is indeed dismal."

Peterson and Lane declare in their statement that Boston ranks at the bottom of the list among the industrial states in economic growth and providing job opportunities. These industries being the principal source of the state's income, governmental revenue and jobs, sound economic policies should be adopted to meet keenly competitive conditions.

In supporting the attitude of the Ways and Means Committee Mayor Raymond said that in his opinion the full appropriation would give a five-man board $15,000,000 to spend without having a specific plan for dispensing the funds. This he classed as the writing by the Legislature of "a blank check."

Leading Citizens Regret Reduction in Port Funds

The decision of the Ways and Means committee of the House to slash the $15,000,000 appropriation for a Port Authority to one-third of that sum brought keenly felt statements from a number of leading citizens this morning. Their reactions are as follow:

EDWARD L. HUBBARD, vice president and general manager T. D. Whitney Company: "It is a tragic commentary on Legislative attitude that the committee should hinder what is absolutely essential for this city to hold its place in the postwar world. I hope the Ways and Means committee will have the good sense to rectify their mistake by restoring the $10,000.000 cut and thereby make possible the earnest desires of the Boston citizenry to make Boston a thriving, first-class port."

PATRICK A. O'CONNELL, president-treasurer, E. T. Slattery Co.: "It's an outrage. If Boston is to be an outstanding city, we have got to have adequate port authorities for both sea and air. Boston is slipping. Taxes are up and business is off. People are going where they can get modern facilities; they're not coming to Boston and Boston is slipping behind.

"I don't understand the attitude of this Ways and Means committee. It seems short sighted. They are apparently willing to spend money in other, less essential ways. As a matter of fact, I don't think the original request for $15,000,000 was large enough."

JOSEPH B. SPANG Jr., president, Gillette Safety Razor Company—"Any start toward a modern renaissance in Boston is apparently done for if the proposed slash in the appropriation figure for the port of Boston is carried through. Fifteen million dollars was not too large a sum for this propect in the first place, particularly if we wish to keep up with other large cities."

DON J. DEL MONTE, president of the Boston Central Labor Union, A. F. of L.—"Labor is pretty much disturbed over the effort of the Ways and Means committee to have the port appropriation reduced. Labor is willing to cooperate with industry in the development of the port of Boston to meet the postwar increase in shipping. I wish that the committee would reconsider its action. That plan for a $15,000,000 appriation was drawn by very intelligent men who knew what they were doing."

DANIEL TYLER JR., president of the Massachusetts Selectmen's Association—"More than 200 of the 312 towns in Massachusetts have written to me, urging approval of the full appropriations. Hardly a large town in the state is not included in the group. The others have not expressed an opinion. I simply haven't heard from them. Those 200 towns represent more than a million persons. Take the little town of Peru. Its population is 125. It is approximately 150 miles from Boston. Yet it approves the $15,000,000 appropriation, because some of its residents work at nearby Pittsfield, which ships many of its products abroad."

JACK HURVICH, President of Greater Boston C. I. O. Industrial Union Council—"We support the full amount as a necessary requirement. If only $5,000,000 were appropriated little could be accomplished except the mere drafting of a plan. In my opinion even $15,000,000 is inadequate, but at least it will give us a substantial approach to the ultimate plan for improvement of the port. I don't like to see the hands of those who will comprise the five-man board tied with a tiny appropriation. I am confident that if they find they can do the job with less money they will do it. And if they need more they should have it."

JOSEPH SALERNO, president of the Massachusetts State C. I. O.—"Now is the time for both planning and vision if we are to provide full employment during the postwar period and make Boston the important port it should be. Pennyplaning will hurt Boston and Massachusetts. The time for action is now, and the full apropriation is needed. Massachusetts State C. I. O. is fully in back of adequate and extensive developement of the port of Boston, so that it will be second to none in this country. We call for the restoration of the proposed cut in the $15,000,000 will be appropraited."

Hot Fight Looms Over Slash in Port Fund

One of the hottest fights of the present legislative session was certain to result today as opponents of the proposed cut from $15,000,000 to $5,000,000 in the appropriation for Boston port development prepared to slug it out with the House Ways and Means Committee which recommended the drastic slash.

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Political and business leaders were ready to declare that the full appropriation is absolutely necessary to prevent Boston from becoming a second rate port. Should the proposed reduction be approved, they pointed out, shippers and shipping lines would assume that Boston does not intend to develop its port into a place of importance in water transportation, serving the ports of the world.

Frederic C. Church, chairman of the post committee of the Greater Boston Development Committee, sponsor of the post bill, said: "This is not a crisis for Boston alone. The ports of the entire Atlantic seaboard, and particularly the more northerly ones, are in a death struggle with those of the southeast and southwest. We cannot do business in competition with other ports if we spend our efforts in argument and go back to the General Court every time we seek to expand or improve our seaport."

Mayor John E. Kerrigan vigorously opposed to the reduction, said: "The port of Boston can become one of the most prosperous in the wrld. Fifteen million dollars will not provide our port with all the facilities a modern age and an expanding economy demand, but it will be a wise beginning."

The full appropriation would set up a five-man Boston Port Authority to which the 4,750,000 approved in 1941 also would be available for construction on the Boston & Maine Railroad piers in Charlestown, delayed for lack of materials.

BOSTON TRAVELER, MONDAY, JULY 2, 1945

Port Fund Fight Nears Climax

Substantial Backing Seen in House For $15,000,000 for Development

(See Editorial, Page 16)

By BOB SIBLEY

The fight to obtain sufficient unds to assure adequate developnent of the neglected port of Boson moved toward a climax on the loor of the Massachusetts House oday.

As the Legislature convened, here were indications that repreentatives were giving careful con-

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ideration to the bill breating a new ort of Boston Authority, and that nany considered that the $5,000,000 ppropriation recommended by the louse ways and means committee, ith $10,000,000 cut, was insufficient.

AVORS FULL AMOUNT

Indicating that there was subtantial backing for the $15,000,000, louse Speaker Frederick B. Willis ut himself on record as favoring he full amount, and declared that anyone who has visited our harbor d has seen the woefully bosoete and inadequate facilities is ound to realize that $15,000,000 is n extremely modest request for so ital a project."

The speaker declared: "We canot afford to risk another period of epression and stagnation, with readlines, doles and widespread uffering." He added that "we ust see that Boston, our major eaport, is fully up-to-date and quipped to serve the great caargo essels that will come here from ll parts of the world. We cannot xpect to have our rightful share f postwar commerce if all we can ffer shippers are piers that were ld when our grandparents were oung.

"I think thc Legislature as a hole knows this, and I am therepre certain that we are going to onstruct the kind of port which dustry, business and labor are emanding. It is a sound investent.

NOTHER PROTEST

Newest voice in the storm of proest which followed the "economy" ecommendation of the ways and eans committee was that of Fred-

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Port Warning Sent to Solons

Ralph E. Flanders Says 'We Are Already Late' in Reviving Shipping Here

(See Editorial, Page 16)

By BOB SIBLEY

Ralph E. Flanders, president of the Federal Reserve Bank and head o fthe Massachusetts Committee for Port Development, warned the entire membership of the Massachusetts Legislature today that "every port will be ready except Boston," and that "we are already late" in reviving Boston as a shipping center.

The warning was contained in a letter, copies of which were sent to every member of the General Court, as the Port of Boston Bill, with a $10,000,000 "economy" slash recommended by a committee, neared consideration in the Legislature.

Flanders said he believed the ways and means committee members acted "in the beliefe they were doing their duty" when they cut the appropriation from $15,000,000

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eric C. Church, chairman of the port committee of the Boston Development Committee, who pointed to the inadequacy of the suggested $5,000,000 appropriation, as compared to amounts being made available at ports which wll be rivals of Boston.

He said New York, already well equipped, was preparing to spend close to a billion, and that the amount available at Baltimore was $50,000,000. Philadelphia will spend $31,000,000 under present plans.

Church declared: "We cannot do business in competition with other ports if we spend our efforts in friendly argument and go back to the General Court every time we wish to expand or improve our seaport."

OTHER PORTS HAVE MONEY

Church warned that "the business man of vision and public-spirited citizens who have been working on this problem for more than three years and who have awakened the public consciousness to the need and possibilities, cannot be expected to continue the fight indefinitely." He added:

"Other ports have the money to act now, and the steamship companies will not wait for us to argue it out a year or two hence."

Further strength for proponents of the full recommendation of $15,000,000 was rallied around Rep. Peter J. Jordan of Revere, House leader who recently conferred with Sen. Saltonstall. The latter's view on the port development bill was contained in a statement: "I have felt for a long time that development of the port is essential to the future of Massachusetts."

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(Continued from First Page)

to $5,000,000, and set conditions on the expenditure of the lesser amount.

But Flanders asserted:

"Their decision, if concurred in by the General Court, would bring tragic consequences to the Port of Boston, to Massachusetts and to all New England.

"Every other port on the Atlantic and Gulf Coasts, ours alone excepted, is preparing itself for post-war shipping. The state of Georgia did not hesitate to pass a $15,000,000 bill while we were talking about ours. Every port will be ready except Boston.

NOTICE TO SHIPPERS

'The change in the bill is public notice to shippers and shipping lines the world over that we are not serious—only toying with our problem.

"Traffic and cargoes will go to ports which are in earnest."

He stressed: "Time never turns back. We are already late. The minimum expenditures must be made as soon as materials are available. The engineering work, which will take many months, must be started now.

"Neither the Massachusetts Committee for Port Development nor any group of legislators can determine in advance how the funds should be spent. That can be determined only by a port authority of experienced and public-spirited men who realize the seriousness of the threat to New England's future, and who are free to act in the way which will best preserve that future."

By way of illustration, Flanders queried: "Does the farmer skimp on his seed corn? The moderate sum in question is the seed corn on which this citiy and this region depends for its future seed. We must plant it or perish."

CALLED FATAL BLOW

Another development in the situation came today when Andrew F. Lane, general manager of the present Boston Port Authority, and Nicholas E. Peterson, vice-president of the First National Bank of Boston issued a statement charging that the action of the ways and means committee had chilled the "spirit of state-wide co-operation and enthusiasm for the future development of the Commonwealth."

The statement said that "never before had there been such a close interminglin gof interests and conthe state," and asserted that "the cern over the economic welfare of enthusiastic response and support of these groups would be the means of breaking the vicious circle that is threatening our industries and commerce."

Lane and Peterson contended that "the slashink of the appropriation to one-third of the amount needed for minimum facilities" is "a fatal blow to the very heart of the plan, and will seriously jeopardzie the future development of the port."

WILL GO ELSEWHERE

They declared that "the psychological effect of slashing the appropriation from $15,000,000 to $5,000,000 will be most damaging.

"To the prospective users of the port, it creates the impression that they will be not be able to negotiate contracts for Boston Port facilities on a business-like basis, but may be compelled to wait many months before the port authorities can tell them whether or not the Legislature will give the necessary approval.

"Furthermore, this niggardly appropriation of funds for a port that has been so long neglected would give the shippers the impression that Boston has no faith or confidence in the future of the Port, as it is not willing to spend the necessary funds to provide the facilities and the services that are needed.

"The net result will be that shippers and other interested in using the port will go elsewhere."

Peterson and Lane asserted that the cut in funds would be "putting the Port Authority in a straitjacket," and that "many jobs are at stake."

AT THE CROSSROADS

Pointing out that "We stand at the crossroads facing a tough competitive struggle in the post-war period," Peterson and Lane forecast:

"If our industries are to be seriously handcapped by failure to provide the minimum transportation facilities needed, and which are so generously provided in other regions, then the future outlook for this section is dismal, indeed.

"A grave responsibility rests upon the present Legislature. The time has come for them to lift their sights and to see the issue in its true perspective. It is realiized that the aggregate of requested appropriations is unprecedented.

"But the port development is job-creating and wealth-productive, and an indispensable tool for our industries, and should therefore have a high priority rating.

'To neglect our industries is to jeopardize our future.'

SOMETHING WRONG

They asserted that Massachusetts now "ranks at the bottom of the list among the industrial states in economic growth and in providing job opportunities," and declared:

"This should be a stark warning hat smoething is wrong in our hinking and in our policies.

"Our industries are the principal ources of our income, governmental evenue and jobs, so unless we asiduously adopt sound economic olicies and provide the necessary acilities so that our industries can neet the keenly competitive conditions, then our industrial trend will continue downward, property values will contihue to deteriorate, the number of jobs will diminish, welfare costs will mount, and the foundation of the Commonwealth's credit will be undermined.

"Suc ha procedure is tantamount to committing industrial suicide."

Boston Traveler

MONDAY, JULY 2, 1945

The Boston Traveler's Platform:

1. Rehabilitation and employment for every serviceman.
2. Adequate auto access to the business district.
3. Full use of port facilities.
4. The best railroad, rapid transit and air service.
5. Fair taxation for homes and business.
6. New England unity at Washington.

Action--And Fast!

It is time for someone to tell the legislature the facts of Massachusetts life.

This state faces the sea, drew its original sustenance and later wealth from the sea, helped build the inland empire of America with the wealth it drew from the seven seas into Boston, Salem and New Bedford harbors.

The sea means as much to our future as it did to our past. The Port of Boston means more than prosperity or stagnation for Boston alone. Every section and every community in the state has a stake in it.

The Port of Boston and the differential between rail and water rates on shipments lets the Lowell or Lawrence textile mill compete with the North Carolina mill, lets the Worcester or Fitchburg shipper meet the prices of his New Jersey or Pennsylvania competitors, lets all the little industries in all the little towns get raw materials at rates that permit them to live in competition with rivals nearer the heart of the country.

For years everyone has given lip service to the Big Port theory. But now, when put to the actual test, the House ways and means committee abysmally fails.

It isn't Boston's port alone. It is the Bay State's port. It will serve the whole state, benefit the whole state, aid or mar the well-being of the whole state.

The whole state has a stake in it. The whole state should demand that the legislature do the full job and give the Port of Boston what it needs to enter the tremendous competition of the postwar world.

Consider the Mariposa

Consider the Mariposa. It will sail from the Port of Boston tomorrow, the first transatlantic passenger sailing since the neutrality zone was established around Old World shores after the 1939 invasion of Poland.

Boats of this type once were steady visitors to Boston. Then their visits became irregular, then spasmodic and then they virtually ceased.

It would be a fine thing if the legislature could stand on the pier tomorrow and watch the Mariposa sail. Would they watch it cleave the quiet waters as a harbinger of other mighty vessels to come? Or, would they watch Opportunity outward bound, slated never to return?

The answer to that question hinges on what the legislature does about the Port of Boston.

Monday, July 2, 1945

BOSTON NEWS BUREAU

Monday, July 2, 1945

Tear It Down?

Aye, tear her tattered ensign down,
Long has it waved on high,
And many an eye has danced to see
That banner in the sky.

A modern Oliver Wendell Holmes could find now such inspiration as did the Autocrat once in writing (and stemming) an earlier emergency. Then it was a question of saving the Constitution, "Old Ironsides." Now, in this 1945 emergency, it may be a question of saving not only Constitution Wharf (put to such busy use lately by the Navy) but also many other moribund sister wharves.

The flags concerned would be metaphorically many—the remembered pennants and burgees of clipper ships which once won maritime glory for the Port of Boston, but also saddest "might have been" flags which under a wise steersmanship might be flown on future voyages by steam not sail craft in this harbor, so blessed by nature, so threatened now by native sons' continuing neglect. All such pennants of a dim past and a potential future could truly be consigned to "the lightning and the gale."

Today (Monday) may supply the answer. Will the Massachusetts House vote for scuttling and for ensign-lowering by sustaining its ways and means committee's slash from $15,000,000 to a pittance of a third thereof in the Port Authority appropriation? To do so would mean ignoring an already loud chorus of protest from all over the state (and New England in general, fearing loss of ocean access.)

Such protest found its first expression in print Saturday morning after a truly "emergency" meeting of the Greater Boston Development Committee late Friday. It outlined the argument to be developed today on the House floor. It pointed vigorously to a peril of virtually tying the hands of a proposed new Port Authority during "the highly critical months between now and the spring of 1946" and also critically endangering "the entire future of the Port of Boston." Churchill's pet phrase, "action this day," gets here a vivid exemplification.

The "decisive factor of time" in a rivalry with competitive ports, awake and alert to new opportunity, is rightly stressed. There's really no need for harping further on precious time already lost in a long period of day-dreaming, when wharves and piers were let decay.

The full fifteen millions are needed merely to restore the prewar volume of port service—for which enough berths are lacking. And much of New England's varied industry depends on water carriage for efficient and especially economical transportation in bringing in raw materials, in taking out finished products. The concern of labor as well as of management and the consumer is obvious.

"Treasury watchdogs" in a Legislature so peculiarly capricious this year in its performance would appear in this instance to have sadly overdone their usually worthwhile role. There is indeed a "tide in the affairs of men" which flows also in Atlantic Coast harbors. There are "first things" also which should rank first in plan and execution. A cheese-paring economizing would ignore, in Cleveland's phrase, both a condition and a theory. Here is a modern "Old Ironsides" emergency. It faces Boston, Massachusetts and all New England today.

Give Port $15,000,000, Don't Risk Depression

FOR NEARLY a year Massachusetts has been telling the nation and world that she was going to appropriate FIFTEEN MILLION DOLLARS to restore the Port of Boston.

An organization composed of the outstanding men of labor, business, industry and political affairs sponsored legislation for the FIFTEEN-MILLION-DOLLAR expenditure.

The Republican majority leader of the House of Representatives presented the FIFTEEN-MILLION-DOLLAR bill.

An important legislative committee approved it, with some members saying that fifteen million dollars was NOT ENOUGH.

The Democratic Governor is known to be in favor of AT LEAST FIFTEEN MILLION DOLLARS.

The Mayor of Boston has said:

> **"The only question at stake is one of prosperity. SHALL WE HAVE MORE OF PROSPERITY AND LESS OF RETARDED PROGRESS? I am sure, if the Legislature will ask itself this serious question, THE FIFTEEN MILLION DOLLARS will be appropriated at once."**

Ralph E. Flanders, president of the Federal Reserve Bank of Boston, speaking for the Executive Committee of the Greater Boston Development Committee, has declared:

> **"Unless we take the needed action now, it might be better to abandon the bill, write off the prewar volume of traffic and industrial activity which are dependent on immediate post rehabilitation, and plan only such business as can be handled by a minor, second-rate port."**

IF THE House of Representatives accepts the suggestions of its Ways and Means Committee and slashes the $15,000,000 appropriation to $5,000,000, the whole nation and the whole world cannot fail to conclude that Massachusetts is not interested in her own welfare and not concerned with providing employment and prosperity for her people.

Shipping lines, hearing the news of the unwarranted reduction in port improvement funds, will surely assume that Massachusetts does not intend to construct up-to-date harbor facilities, and the shipping lines will consequently revise their postwar schedules.

In a word, THE PSYCHOLOGICAL EFFECT OF A TEN-MILLION-DOLLAR CUT IN THE PORT APPROPRIATION WOULD BE DISASTROUS.

So much harm would be done to Boston and Massachusetts that the raising of one hundred million dollars sometime next year would hardly repair the damage.

Shipping lines are preparing their postwar routes NOW.

They are concerned with what Massachusetts is doing NOW.

If Massachusetts will not provide fifteen million dollars, the MINIMUM AMOUNT needed for the port NOW, the shipping lines will surely go elsewhere, and with them will go jobs and wages that our people can ill afford to lose.

THE REPRESENTATIVE who votes to restore the FULL FIFTEEN-MILLION-DOLLAR PORT APPROPRIATION votes for the people.

But the Representative who votes for the ten-million-dollar reduction votes against the people.

If a depression comes, if people are thrown out of their jobs, if we have more doles and more breadlines, BLAME THE REPRESENTATIVES WHO VOTE AGAINST THE PEOPLE.

The best informed men and agencies in the Commonwealth have warned them what would happen if they restricted the port's development with an inadequate five-million-dollar appropriation.

They know the facts. Those who vote for depression will be doing so deliberately.

End the War VICTORIOUSLY
Make the Peace PERMANENTLY
Bring Our Boys Home PROMPTLY

15 Million Port Fund Battle On

Proponents of the $15,000,000 appropriation for Boston port development, slashed to $5,000,000 by the House ways and means committee, marshaled their forces today at the State House for an all-out fight to restore the cut.

The fight over acceptance or rejection of the ways and means committee report is expected to develop into one of the stormiest of the present session, with supporters of the slash declaring their intention to stand pat.

The oustanding argument against the slash is that the larger sum is the minimum amount under which the new Port Authority can properly function and adequately expand the port facilities to meet postwar shipping needs and the competition from other ports.

Frederick C. Church, chairman of the Boston Port Development Committee, warned the legislators that New York is prepared to spend $1,000,000,000 for port oxpension, and that Baltimore has been granted $50,000,000 for its port.

Other ports he listed were: Philadelphia, granted $31,000,000; New Orleans, $28,000,000, and San Francisco, $25,000,000 preliminary grant.

The State of Georgia, he said, had granted $10,000,000 for the development of Brunswick and Savannah, which handle only one-sixth of the tonnage handled at Boston.

"In view of this," he asked, "how can anyone reasonably argue that $5,000,000 is enough for Boston?"

"A strong Port Authority must be set up with funds to develop the services of our port, so that we can at least stand on an equal competitive basis with other Atlantic ports," Church pointed out.

"The $15,000,000 provided in the Port Authority Bill would be used up quickly through leases to companies ready now to negotiate. Estimates show that postwar world trade will be enormous.

"This is not a horse trade. It is good business for all of us

$15,000,000 Port Bill Debate Opens in the Bay State House

ebate On For Great Port Fund

By John Bond
Staff Writer of The Christian Science Monitor

Despite tremendous support an appropriation of $15,000,-) for development of the Port Boston under the direction of powerful Port Authority, the ıge appeared set today for a ff legislative battle on the meas- e as debate on the bill was ıeduled to begin.

Members of the House Ways d Means Committee, which last eek recommended that the bond ue be cut to $5,000,000, were epared to defend their position the floor of the House and ex- essed amazement at the sharp ticism their report had re- ived.

In some quarters it was believed at the two-thirds vote necessary enact an appropriation bill ould be difficult to achieve, not- thstanding the heavy pressure ıich has been brought on the gislators to support the Port ıthority bill which has had the cking of business, industrial, d financial leaders of the Com- onwealth.

Vote in Prospect

Yet some legislative lead- s were of the opinion that Gov- nor Tobin would return to the gislature any bill calling for less an the full $15,000,000.

Governor Tobin's reaction to the ays and Means Committee re- rt was not known at the State ouse, since the Governor was on way to the National Conference Governors at Mackinac Island, chigan, when the report was d. Members of his staff at the te House, however, believed t the Governor would urge full port for the port development gram.

abeling the action of the Ways Means Committee "a fatal w to the very heart of the ı," Nicholas E. Peterson, Vice- sident of the First National k of Boston, and Andrew F. e, General Manager of the on Port Authority, co-authors ıe Port Plan, in a joint state- t said the future develop- t of the port would be seri- jeopardized thereby.

No Faith in Future

e niggardly appropriation of s for a port that has been so neglected would give the ers the impression that Bos- as no faith or confidence in ıture of the port, they con- . "The net result will be that shippers and others interested in using the port will go elsewhere," they added.

Action of the Committee will be cheerful news to other ports, as it is an open invitation for them to put on an aggressive campaign to solicit the cargo traffic and shipping business that belong to Boston, Mr. Peterson and Mr. Lane said.

"This is already in evidence," they asserted. "Prior to the war four-fifths of all the apparel wool imported into this country came via Boston, making Boston the leading wool center of the country. Now, owing to lack of facilities, only one per cent of this wool comes through Boston. The other ports which are now handling this wool will strive aggressively to hold firm to this lucrative business."

"We stand at the crossroads facing a tough competitive struggle in the postwar period. If our industries are to be seriously handicapped by failure to provide the minimum transportation facilities needed, and which are so generously provided in other regions, then the future outlook for this nation is dismal indeed.

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Grave Responsibility

"The grave responsibility rests upon the present Legislature. The time has come for them to lift their sights and see the issue in its true perspective. It is realized that the aggregate of requested appropriations is unprecedented. But the port development is job-creating and wealth-producing, and an indispensable tool for our industries and should therefore have a high priority rating. To neglect our industries is to jeopardize our future.

"While the Commonwealth has prided itself on its high credit standing and on its being the outstanding leader in social welfare, it ranks at the bottom of the list among the industrial states in economic growth and in providing job opportunities. This should be stark warning that something is wrong in our thinking and in our policies."

Representative Charles E. Shepard (R) of Warren, a member of the Ways and Means Committee, defended his commitee's report and said he did not believe it was good business to make $15,000,000 available for a Port Authority whose membership is not yet known.

Proposal Made

"When proponents of the port bill came before our committee," Representative Shepard said, "the suggestion was made by the committee that a Public Service Authority be set up and that those most interested in the port development put in some of their own cash. This proposal was turned down as a bad investment by the very men who would have the Legislature put up $15,000,000."

Members of the Ways and Means Committee pointed out that in addition to the $15,000,000 appropriation, an administrative budget of $200,000 annually would be necessary. They also explained that bills calling for special projects at the Port of Boston brought the total amount which could be appropriated at this session to $43,000,000.

There are other port bills before the Committee for Appropriations of $1,000,000 at New Bedford; $2,000,000 at Fall River, and $250,000 at Gloucester.

Representative Roy C. Smith (R) of Holbrook, Chairman of the House Ways and Means Committee, said that advocates of the port bill apparently have lost sight of the fact that the committee recommended that the $4,750,000 appropriated four years ago for work on the Mystic Piers at East Boston, and never used, be made available in addition to the $5,000,000.

"This, in effect, would give the Port Authority $10,000,000 to work with immediately and not $5,000,000 as the public has been made to believe," Representative Smith asserted.

Representative John E. Powers, (D) of Boston, a member of the sub-committee which prepared the Ways and Means recommendation, said that under the bill the personnel of the Port Authority would come under Civil Service and asserted that it would be impossible to set the Authority up and place it in operation in less than five or six months.

"We will be back here in January," Representative Powers said. "Let the Port Authority come to us then with plans and specifications and we will see that they get the money necessary to carry out the program. I will be surprised if they come before us with a specific program before the first of April."

Over the week end Mayor Kerrigan opposed the proposed slash in the $15,000,000 appropriation bill and declared that ultimately "$50,000,000 will be needed to develop a port consistent with our natural advantages and opportunities."

"To think of an appropriation of less than $15,000,000 now is to gamble with our future prosperity," Mayor Kerrigan said.

Frederic C. Church, Chairman of the Port Committee of the Greater Boston Development Committee, urged the full $15,000,000 port fund and termed the present situation "not a crisis for Boston alone" but for the port of the entire Atlantic seaboard and "particularly the more northerly ones."

He said that New York is talking in terms of $1,000,000,000 for port development and that Baltimore already had earmarked $50,000,000 for its port.

"The $15,000,000 provided in the Port Authority bill will be used up quickly through leases to companies ready to negotiate," Mr. Church said.

THE BOSTON HERALD, MONDAY, JULY 2, 1945

Port Authority Backers Map Fight Against Slash in Funds

Opposition to the $10,000,000 slash in the Port Authority bill as recommended by the House Ways and Means Committee, mounted yesterday as proponents of the bill stood ready to fight the two-thirds cut in the House today.

The outstanding argument against the slash was advanced by Frederic C. Church, chairman of the port committee of the Boston Development Committee, who said that other ports were planning even greater expenditures.

He disclosed that New York was preparing to spend an estimated $1,000,000,000, and that Baltimore had been granted $50,000,000 for its port. Others he listed as Philadelphia, $31,000,000, granted; New Orleans, $28,000,000, granted; San Francisco, $25,000,000, preliminary grant.

'DEATH STRUGGLE' SEEN

Church said that the state of Georgia had granted $10,000,000 for the development of Brunswick and Savannah which handle one-sixth the Boston tonnage. In view of this, he asked, how can anyone reasonably argue that $5,000,000 is enough for Boston?

In backing the full $15,000,000 for Boston port development, Church said: "This is not a crisis for Boston alone; rather, the ports of the entire Atlantic seaboard and particularly the more northerly ones, are in a death struggle with those of the southeast and southwest.

"Evidence of this is to be seen in the recent Interstate Commerce Commission decision and will be seen in those yet to come. We must now begin to fight the obvious policy of Washington to break down this section of the country, and the development of the Port of Boston is our first objective in the counter offensive.

"We cannot do business in competition with other ports if we spend our efforts in friendly argument and go back to the General Court every time we wish to expand or improve our seaport.

"The business man of vision and public-spirited citizens who have been working on this problem for more than three years, and who have awakened public consciousness to the need and possibilities, cannot be expected to continue the fight indefinitely. In their place a strong Port Authority must be set up with funds to develop the services of our port so that we can at least stand on an equal competitive basis with other Atlantic ports.

"Possibly we should have asked for $30,000,000 and then we might have been granted $15,000,000, but we felt that $15,000,000 was the necessary minimum, and even if all this were devoted to building facilities we would have only enough piers to handle the pre-war volume. Other ports have the money to act now and the steamship companies will not wait for us to argue it out a year or two hence.

"The $15,000,000 provided in the port authority bill will be used up quickly through leases to companies ready now to negotiate. Estimates show that postwar world trade will be enormous. This is not a horse trade. It is good business for all of us who gain our livelihood in New England.

BOSTON MARINE GUIDE

NEWS OF INTEREST

PORT OF BOSTON AUTHORITY BILL
WAYS AND MEANS COMMITTEE MUFFS BALL

BOSTON MARINE GUIDE, June 9th issue, stated: "There are only two ways for the Legislature to go—one forward for the benefit of New England and Massachusetts commerce, industry and trade—and the other way, backward to smug complacency."

Ways and Means Committee, in reporting the new Port of Boston Authority bill, H. 68, to the Legislature, apparently took the last phase "and the other way——" to heart (if the Committee has a heart), muffed the ball, made a wild throw, and NOW the Legislature itself, House and Senate, will have to go to bat and save the game for Massachusetts.

Ways and Means Committee in reporting out the H. 684 bill for a more extensive and higher powered Port of Boston Authority, cut the funds section from the minimum of $15,000,000 to a very sub-minimum of only $5,000,000, for pier construction in Boston harbor, which is little better than nothing.

Experts and practical transportation men have named 15 millions as the minimum which the new Port of Boston Authority should have to make a worthwhile start to give Boston modern and adequate piers over which to handle the commerce of Massachusetts and New England. The paltry sum of $5,000,000 would surely cramp the style of the new Port of Boston Authority, and as port improvements go nowadays, would possibly give the Port one new pier.

Condition and quantity of Boston pier facilities caused the Federal government, for war purposes, to come into Boston and construct its own terminals, which Boston lacked. Massachusetts itself has spent little, if anything, for many, many years for port improvements—and that policy cannot be continued if the Port and New England industry and commerce are to prosper.

Perhaps the gentlemen of the Ways and Means Committee know more of what is required to handle Port of Boston commerce than the large array of practical and expert port and business men who gave their time and views and their endorsement to the bill and for the full count of dollars needed. These port business men, handling port commerce for years, know their stuff, and when they say thus and so is needed, they are apt to be 99-44/100 per cent right. The Ways and Means Committee should have taken this reliable advice and be guided by it. In lieu thereof, the Committee attempts to cut the funds by two-thirds, and if the Committee can do the work for the paltry one-third it recommends, then the Committee boys are the ones to put to work getting the job done for that money.

In the Port of Boston, as most any waterfront business man will tell you, and with less commercial pier space available than before the war and many more ships on the seas than before, there is an emergency situation—and emergencies require prompt action. $15,000,000 is the figure, estimated by practical men as well as experts, as necessary to start reconstruction of a modern Port of Boston. Ways and Means belittles the great Port of Boston—and their action does not make sense, either common or uncommon.

Also in the bill as reported is a clause restricting construction of Port facilities based on a pre-signed lease for 20 years, to be based on a 60 per cent amortization in that period.

Piers, in themselves, are rarely wholly or dependably profitable from their own revenues, but they are in reality tools for the making of business in a community, a state or an area, and the business that passes over a pier creates large business income and expenditures in the areas. You may liken a pier to a business man's desk and office equipment. In themselves, they are not money-makers, but they are tools to create and handle business that benefits the entire zone—payrolls, rents, taxes, purchases, sales, transportation, etc. Piers are the tools of commerce, and commerce means trade and business in all lines, large and small, far and wide.

If the Port of Boston, or any other major port such as New York, could be closed up tight for just one month, people and legislators would realize what a real asset port commerce and port business is.

The business men and port representatives presented to the Committee a fair and unbiased estimate of what the port requires NOW, and it is incomprehensible why the Committee did not go along on the good advice it was offered.

The situation is now on the floor of the Senate and House, and as it is reported the Legislature will shortly adjourn, definite and quick action is necessary to get the funds restored on the floor.

The bill requires a two-thirds vote. To do this, persons interested in New England commerce should, over the week-end and without fail, personally call their State Senators and Representatives and tell them what is what. DO IT PROMPTLY. There is no time to lose.

"NEW ENGLAND SERVES THE WORLD"

MEMORANDUM June 30, 1945

To: ✓Jay R. Benton and Frederic C. Church

From: Eugene L. Belisle

This will go out on Monday to all members of the Greater Boston Development Committee, members of the Metropolitan Committee for Port Development, and individuals and organizations appearing in support of the Port Authority Bill.

If you want changes, can you let me know first thing Monday morning?

MEMORANDUM July 2, 1945

From: Jay R. Benton, Chairman, Greater Boston Development Committee and Frederic C. Church, Chairman, Metropolitan Committee for Port Development

To: Committee Members and Supporters of Boston Port Development

Subject: EMERGENCY SITUATION REGARDING PORT AUTHORITY BILL

The position of the Executive Committee of the Greater Boston Development Committee on the reduction, by the Ways and Means Committee of the House, of the Port Authority bond issue from $15,000,000 to $5,000,000 is set forth in the attached statement, released to the press following an emergency meeting Friday afternoon, June 29.

We urge you to read it and act AT ONCE. We face the critical test of our power to arouse organized citizen action on the No. 1 problem of Greater Boston.

The die will be cast within the next few days. Here are the things that must be done immediately:

1. Get in touch with your Senator and Representative in the Massachusetts Legislature and urge them to vote for restoration of the full $15,000,000 to a Port Authority fully empowered to act.

2. Get every possible member of your organization to do likewise.

3. Issue a statement to the press, presenting the views of your organization on this vital matter.

4. Talk this issue to everyone you know. Get people aroused to the crisis which confronts Greater Boston. Get them to act in reaching their Legislators.

5. Use every possible means at your command to publicize the urgency of the situation between now and next Monday, July 9, when the decisive vote will probably be taken in the House of Representatives.

Greater Boston Development Committee
80 Federal Street, Boston 10, Mass.

FOR IMMEDIATE RELEASE

At an emergency meeting of the Executive Committee of the Greater Boston Development Committee to consider the action of the Ways and Means Committee of the House yesterday in reducing the bond issue in the Port Authority Bill, the Committee unanimously voted to adhere to its position that the full $15,000,000 is required. The Committee issued the following statement:

"The proposed slashing of the required $15,000,000 bond issue in the Port Authority Bill to $5,000,000 virtually ties the hands of the proposed new Port Authority during the highly critical months between now and the spring of 1946. It critically endangers the entire future of the Port of Boston.

"The fact must be faced by the citizens and the Legislature that we must take action now in keeping with the actual need. This need is determined by the present condition of the Port of Boston, the competition of other ports and the decisive factor of time. Unless we take the needed action now, it might be better to abandon the Bill, write off the pre-war volume of traffic and industrial activity which are dependent upon immediate Port rehabilitation and plan only such business as can be handled by a minor, second-rate Port. There is simply no use in deluding ourselves as to the actual conditions which we face. These are the conditions:

"First - The Port of Boston is suffering from long time neglect. Its facilities have deteriorated. As matters now stand, the Port does not have sufficient berths to accommodate the volume of traffic which the Port handled before the war. The full $15,000,000 may be needed to provide even the volume of Port services existing before the war. Substantial sections of New England industry depended upon the Port for transportation of raw materials

and finished products before the war. If we are not now willing to make appropriations adequate for Port services equal to those existing before the war, we cannot serve and will not maintain our pre-war level of industrial activity.

"Business and labor are behind this Bill as drawn because it means not only the maintenance of jobs but also the creation of hundreds of thousands of new jobs. This is a matter of vital concern to returning veterans.

"Second - During a quarter of a century of Boston Port neglect, our major port competitors along the middle Atlantic and Gulf Coasts have been aggressively modernizing their facilities and building new volumes of traffic. Their foundation of modern facilities has been proved in practice. Shippers and shipping lines both know from experience that these ports offer modern facilities, modern management, and efficient services. Their Port management organizations are already at work soliciting peacetime business from shippers over immense inland territories. They are conducting practical negotiations with shipping lines for establishment of peacetime shipping services as soon as shipping is released from war activity. During the curtailment of shipping activities during the war, some of these ports have gained traffic which was previously shipped via Boston. These ports are out to hold this business. Thus, competing ports have a terrific headstart on Boston even as regards the traffic which Boston handled just before the war, in addition to the traffic which they have been building, in some cases at the expense of Boston, for many years past.

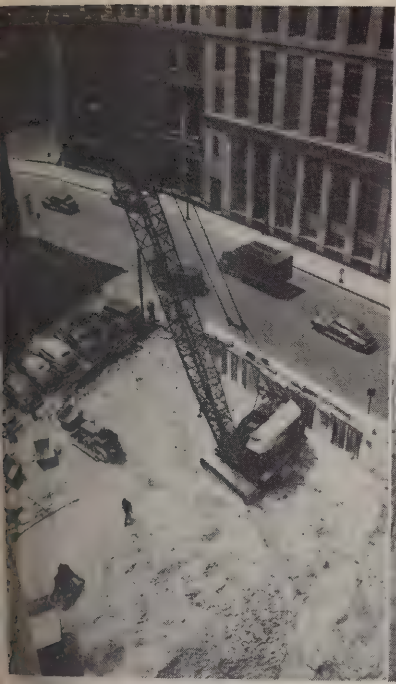
"Third - The Port of Boston is out to restore immediate pre-war traffic, rebuild traffic lost during earlier years and win new volumes of traffic in

areas which it can efficiently serve. But shippers and shipping lines have no way of knowing whether we really mean business except by our actions now. These shippers and shipping lines will look at the action of the Ways and Means Committee as an indication that Boston does not really intend to plan boldly or move swiftly. They will look upon the slashing of the bond issue to $5,000,000 as a sign that we do not have faith in our endeavors to regain even our 1939 level of shipping activity and in our ability to create a Port Authority with sufficient business intelligence and judgement to find out what facilities are needed and can be profitably used. Under the Ways and Means Committee Bill, the Port Authority will have to wait at least a year to proceed with construction of facilities whose needs are apparent right now. Since completion of engineering plans and construction of new facilities would take as long as 18 months, other ports will in the meantime win the business which we are not equipped to attract.

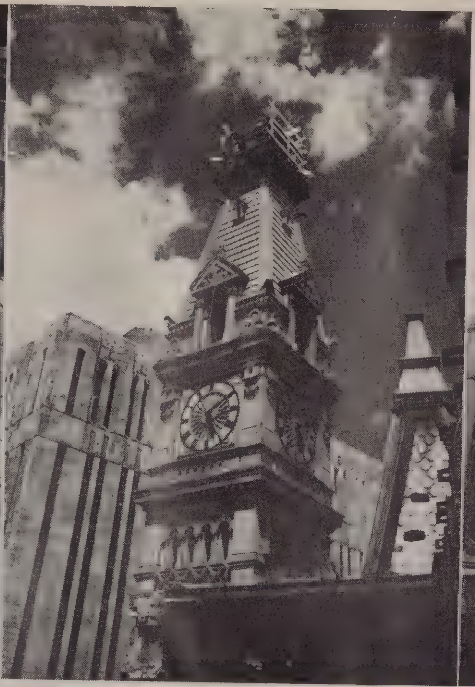
"The Port Authority Bill as originally proposed with $15,000,000 of state credit, was a carefully studied minimum Bill, drafted by a committee of outstanding citizens. It gave the Port Authority the minimum needed powers and funds for action. The need is now much more acute than when the Bill was originally filed nearly 6 months ago. Every day counts in the competition with more aggressive ports.

"If we are not now willing to do the minimum job required, namely, give a Port Authority real authority and funds to act in a race against time during the next critical year, then why delude ourselves that through half-way measures Boston can ever again become a major port?"

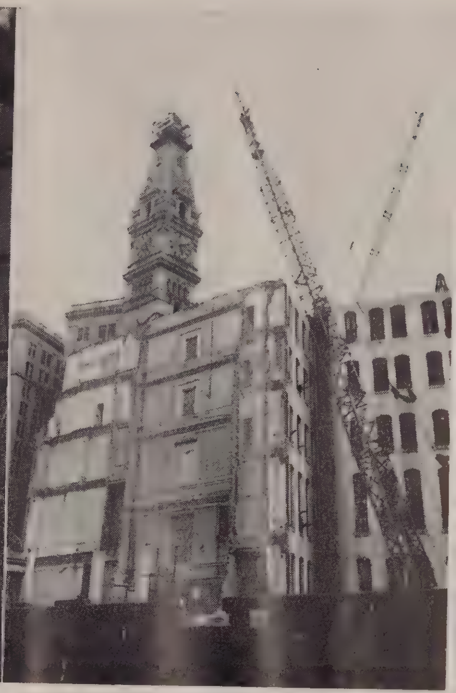
"The Wreck of Old 87"



No. 87 Milk Street in Boston is now vel with the street. This view is taken om the roof of No. 95 Milk, looking to- ard Congress Street. The Partridge Agency in the building on the left and the Sum- rs Agency is behind the boom of the crane.



Scaffolding surrounds the tower as workmen remove the top bricks and slabs one at a time. When the top has been removed the small crane which is now on the top floor will pick off the remainder.



It looks like London, but it's what remains of the Old Home Office building. No. 87 has gone. Workmen are now beginning the dismantling of No. 95, the building with the tower.

Fitz-Henry Smith, Jr.
Counsellor at Law
35 Congress Street
Boston 9

Te
Lafa

July 2, 1945

Hon. Jay R. Benton,
160 Congress Street,
Boston, Massachusetts.

Dear Jay:

I am having sent you in a separate enclos a copy of the Proceedings of the Bostonian Society for year, just published, containing a paper on "The Bosto Marine Society." This we printed not only as the stor of an old Boston institution, but as telling also of t greatness of the port in earlier days, and the activit of the merchants and others who made it great.

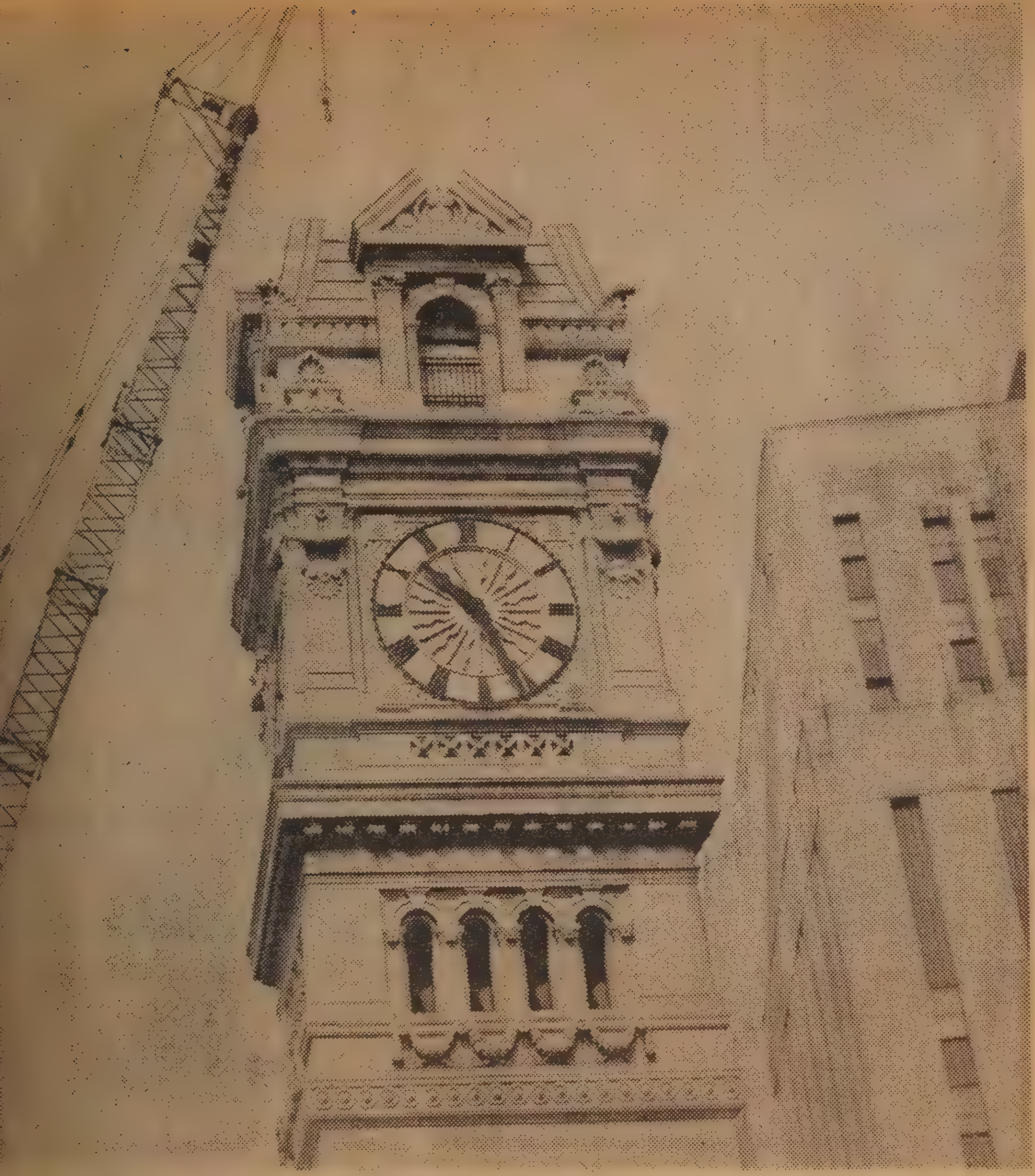
I trust that you will find the paper of interest, for it seems to me that what we now need is renewal of the adventurous spirit - and adventurous capital - which the citizens of Boston, and Massachuse once possessed.

We plan to follow the paper with one on "Aviation in Boston", and, in connection with the deve ment of the port, it may be recalled that when Samuel Cunard wrote in 1839 of the line of steamers he was going to run to Boston, and expressed the hope that he would be encouraged in the undertaking, the merchants of the city promptly procured him a dock for the steamers, rent free.

With best wishes,

Sincerely yours,

Fitz-Henry Smith Jr

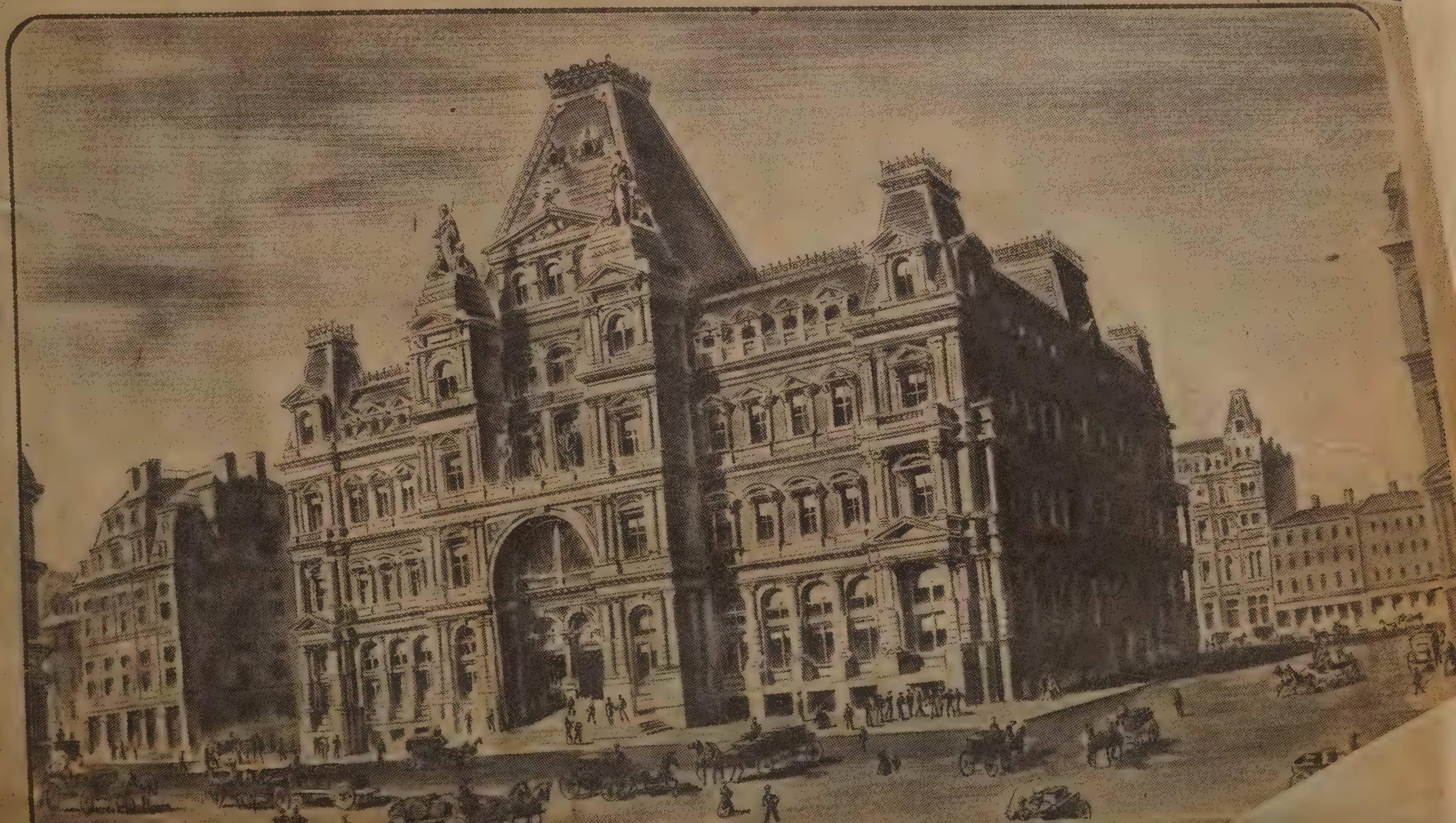


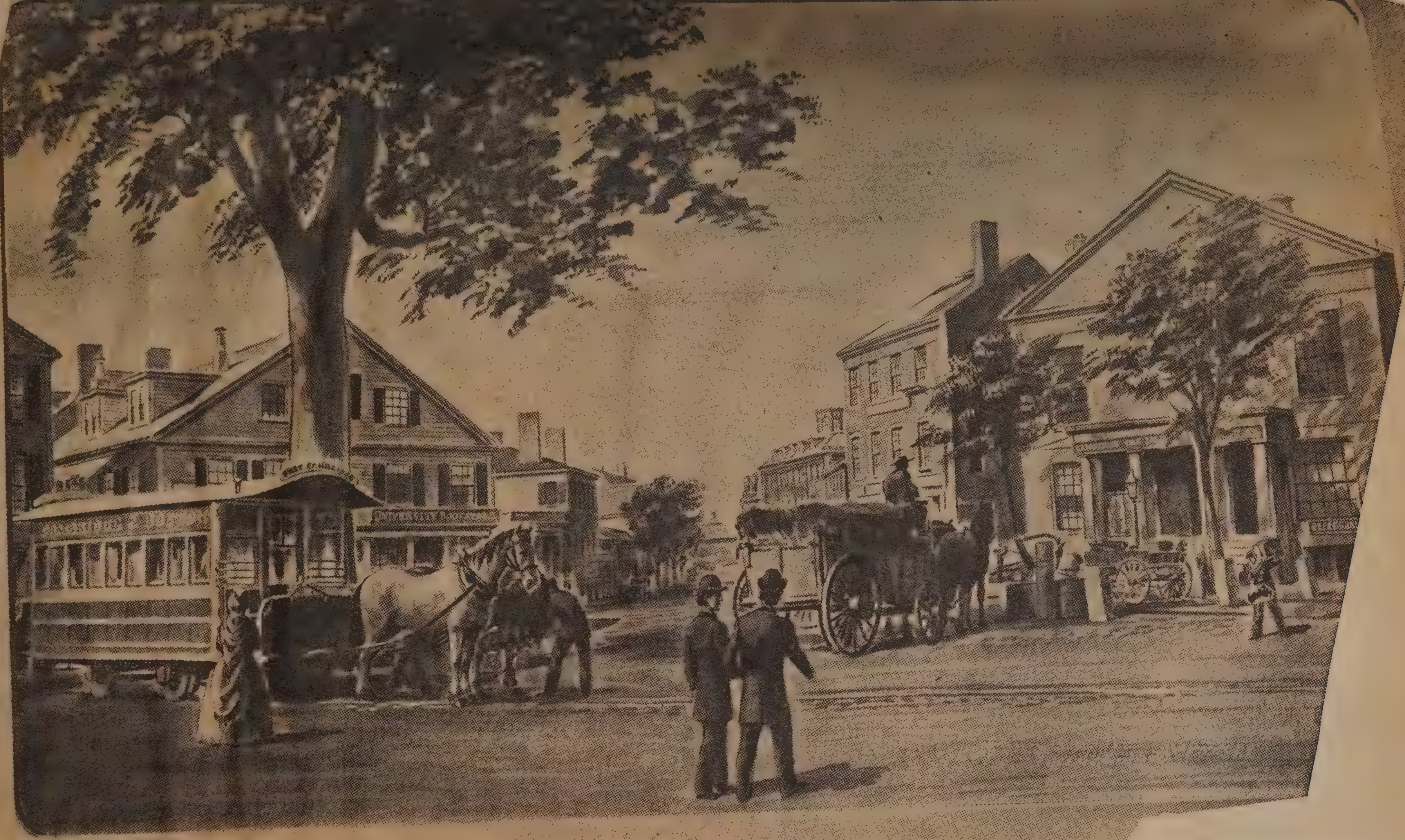
Coming Down—The tower of the old New England Mutual Building in Postoffice sq., long a landmark, is now being torn down. The top of the tower has already been removed, and the clock, which faithfully served office workers of the area for years, is next to go.

INP by Joseph Parodi

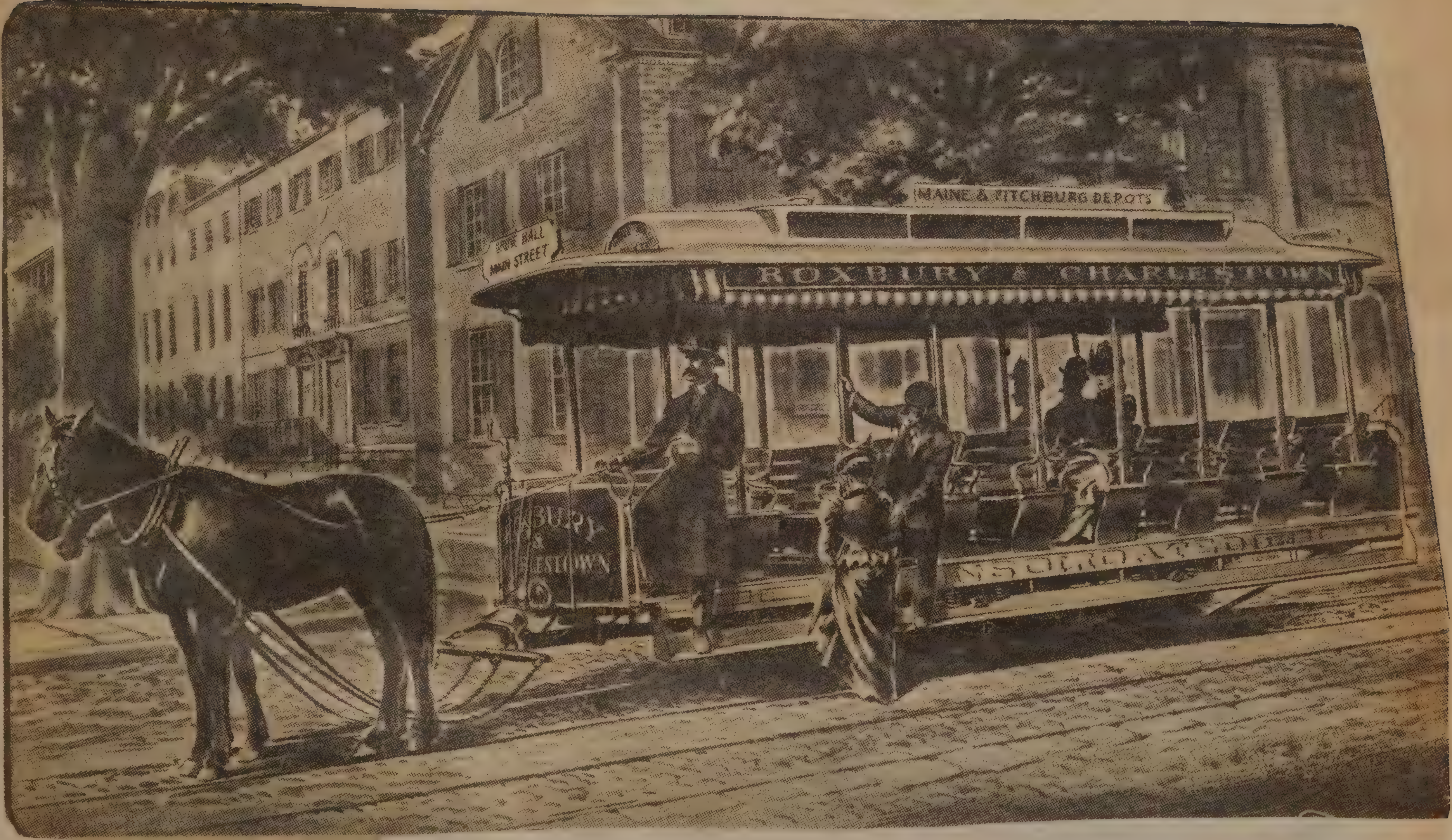
JULY 2-1945

HERE WERE
THE FEDERAL COURTS
WHEN I PRACTICED
LAW.





A view of Harvard Square, Cambridge, in 1870


MAINE & FITCHBURG DEPOTS
ROXBURY & CHARLESTOWN
MAIN STREET

A Boston Streetcar in 1870-

76 home.
76
76 Boston American, July 3—3

Saltonstall Aids Fight for Port

Sen. Saltonstall today joined those demanding passage of a Port of Boston appropriation of $15,000,000 instead of the proposed $5,000,000 as the state legislature prepared to take action on the measure.

Speaker Frederick B. Willis expressed confidence the House will appropriate $15,000,000 for the ort of Boston today. He added, however, that only $5,000,000 will be available immediately, with the balance subject to approval of the 1946 Legislature.

The former Governor, according to the Associated Press, sent telegrams from Washington to Speaker Frederick B. Willis and Senate Pres. Arthur W. Coolidge, declaring the measure is of "tremendous importance to the future of Boston and Massachusetts."

Saltonstall's messages came as representatives of business, industry, banking and labor pressed for action of the issue before the Fourth of July recess. Failure to act today will postpone decision at least until Monday when the legislature reconvenes.

"The issue is so important to the welfare of this whole region that it must not be allowed to get bogged down in procrastination, piffling appropriations or peanut politics," declared William K. Jackson, president of the Boston Chamber of Commerce.

Nicholas E. Peterson, vice-president of the First National Bank of Boston, asserted:

"We feel an acute crisis. The situation calls for action now. Time is of the essence. The welfare of labor and industry, as well as of all the people of Massachusetts, is at stake in the decision that will be made by the present Legislature."

Labor's voice was heard through Thomas E. Wilkinson, secretary-treasurer of the Massachusetts State Federation of Labor, who declared:

"If the Legislature accepts the recommendation of the committee on ways and means to reduce the appropriation for development of the port of Boston from $15,000,000 to $5,000,000, it will, in effect, be proclaiming to the rest of the nation that Massachusetts is resigned to its fate as a state where industrial and economic progress has become moribund."

The CIO also called for restoration of the $10,000,000 cut in a statement by its Massachusetts president, Joseph Salerno.

Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, sent telegrams to all the legislators warning:

"The change in the bill is public notice to shippers and shipping lines the world over that we are not serious and only toying with our problem. Traffic and cargo will go to the ports which are in earnest."

Meantime, support of the Bay State forces mounted in the other New England States, indicating widespread conviction that a prosperous port of Boston would mean a prosperous New England.

Shattuck Urges More Port Cash

Opening the fight for legislative approval of a $15,000,000 appropriation for the Port of Boston, Rep. Henry L. Shattuck, Back Bay Republican, today introduced an amendment calling for that amount instead of the $5,000,000 recommended by the ways and means committee.

Shattuck's motion, however, restricted the Port Authority to expenditure of $5,000,000 between now and January and provided spending of the balance would be subject to approval of the 1946 Legislature.

"The amendment cuts out the blank check and says we are willing to commit ourselves to the extent of $5,000,000," declared Shattuck.

Supporting Shattuck's amendment, Rep. John W. Vaughn of Belmont, declared Boston's "present plight is due to shortsightedness by the Federal government and State Legislature."

"Fifteen million may seem like a lot of money to us right now but consider what other states are doing," Vaughn said

He said Pennsylvania has already appropriated 40 millions for the port of Philadelphia "and that city is 70 miles from the coast." He said New York City and Baltimore, Md., also were preparing to spend huge sums on port development.

Another advocate of the $15,000,000 appropriation, Rep. Ralph L. Hill of Methuen, declared the issue was a "state proposition and the bill is not sponsored by loose-thinking individuals."

Hill, a member of the state administration committee, said his group had earlier recommended the full $15,000,000.

Rep. Charles Shepard of Warren, of the ways and means committee, defended the committee's $5,000,000 recommendation and opposed the Shattuck amendment.

"We should be careful in appropriating money before we know who will comprise the Port Authority membership," he declared. Here we have an untried, new authority and we don't know what they'll recommend in the way of port development."

He called the present situation a repetition of the fight to establish a port development program in 1911 "which ended in a scandal after five years."

Rep. John E. Powers, South Boston Democrat and ways and means committeeman, said it would be impossible to spend $15,000,000 before January.

"It will be October before the Port Authority can even sit down and talk over plans," he said. "Let them come in with a specific program next January and we'll be glad to encourage them and rush through an appropriation of $20,000,000 if they need that much."

Shortly before debate opened, Sen. Saltonstall sent telegrams to Senate Pres. Arthur W. Coolidge and House Speaker Frederick B. Willis urging a "substantial appropriation" for the Boston Port Authority bill.

The former Governor said the issue was "of tremendous importance to the future of Boston and Massachusetts."

Stearns Poor, Boston Stock Exchange president, added his endorsement of the $15,000,000 proposal, pointing out that failure to pass it would mean "abandonment of our hopes for any postwar prosperity for Boston and Massachusetts."

Former Mayor John F. Fitzgerald, chairman of the Boston Port Authority, declared failure to authorize the $15,000,000 would be "a breach of trust by the Legislature."

"Fifty million dollars spent by the United States government for improvements to Castle Island made it possible for the Boston Port of Embarkation to do such splendid work in handling shipments to Europe," Fitzgerald said.

"However, the best opinion is that these docks at Castle Island are not the kind that modern shipping can use. Hence, the necessity for modern docks and the full appropriation of $15,000,000."

Fitzgerald pointed out that Boston has slipped from second to 10th place among the major American ports.

American
Jul 13-

Wool Merchants Back Port Authority Bill

Boston wool merchants today predicted that the future of the wool trade in this city depended upon favorable action by the Legislature on the Port Authority bill.

In a statement issued by the Port Authority Committee of the Boston Wool Trade, it was pointed out that less than 1 per cent of all wool coming into the country has been landed at Boston since the beginning of the war.

Vote for $15,000,000 Is Vote for Prosperity

REPRESENTATIVES of labor, business and industry—in truth, spokesmen for practically all Massachusetts groups, have implored the House of Representatives to vote in favor of the FULL FIFTEEN-MILLION-DOLLAR Port of Boston appropriation.

Here are typical statements:

RALPH E. FLANDERS, president of the Federal Reserve Bank of Boston: **"Every other port on the Atlantic and Gulf Coasts—ours alone excepted—is preparing itself for postwar shipping. Georgia did not hesitate to pass a $15,000,000 bill while we were talking about ours. Every port will be ready EXCEPT BOSTON."**

JOSEPH SALERNO, president of the State C. I. O.: **"The time for action is NOW. The full apropriation is needed. We call for $15,000,000."**

ANDREW F. LANE, general manager of the present Port Authority: **"The psychological effect of the slash from $15,000,000 to $5,000,000 will be most damaging. To the prospective users of the port, it creates the impression that they will not be able to negotiate contracts for Boston Port facilities on a business-like basis, but may be compelled to wait many months before the port authorities can tell them whether or not the Legislature will give the necessary approval."**

DON J. DEL MONTE, president of the Boston Central Labor Union, A. F. of L.: **"Labor is pretty much disturbed over the effort of the Ways and Means Committee to have the port appropriation reduced . . . The plan for a $15,000,000 appropriation was drawn by very intelligent men who knew what they were doing."**

DANIEL TYLER, JR., president of the Massachusetts Selectmen's Association: **"More than 200 of the 312 towns in Massachusetts have written to me, urging approval of the FULL APPROPRIATION. Those 200 towns represent more than a MILLION PERSONS. Take the little town of Peru. Its population is 125. It is approximately 150 miles from Boston. YET IT APPROVES THE FULL $15,000,000 APPROPRIATION, BECAUSE SOME OF ITS RESIDENTS WORK AT NEARBY PITTSFIELD WHICH SHIPS MANY OF ITS PRODUCTS ABROAD."**

JOSEPH B. SPANG, JR., president of the Gillette Safety Razor Co.: **"Any start toward a modern renaissance in Boston is apparently done for if the proposed slash in the appropriation for the Port of Boston is carried through."**

THE GENERAL feeling is that the Ways and Means Committee made a serious mistake when it reduced the conservative $15,000,000 appropriation to an inadequate $5,000,000.

Representatives and Senators should not repeat that mistake, and we do not think they will.

Like the well-known men whose remarks we have quoted, most members of the Legislature are sincerely concerned with the welfare of the State and all its people.

They do not want another period of stagnation, with widespread unemployment, breadlines and doles.

They do not want closed factories and empty mills. They do not want higher and more burdensome taxes on farms, homes and industrial property.

FOR THESE REASONS, the House of Representatives should act quickly and restore the FULL FIFTEEN-MILLION-DOLLAR APPROPRIATION.

New York will spend more than $100,000,000 for its port.

Baltimore is being improved with a $50,000,000 fund.

Pennsylvania has raised more than $30,000,000 for Philadelphia.

SURELY WE IN MASSACHUSETTS CAN AFFORD TO SET ASIDE THE RELATIVELY SMALL SUM OF $15,000,000 TO KEEP OUR PRINCIPAL PORT OPEN AND OUR PEOPLE WORKING.

14—Boston American, July 3

Hub Port Compromise Hit;

The World's Day—July 3, 1945

Bay State: Boston Port Compromise Plan Hit

compromise plan to earmark $15,000,000 for Boston port development but to make only $5,000,000 immediately available to the Boston Port Authority was offered when debate on the port program opened in the Massachusetts House. The plan ran into strong opposition.

Boston Port Compromise Hit in Bay State House

By **John Bond**

Staff Writer of The Christian Science Monitor

A compromise move to earmark $15,000,000 for the Port of Boston development program, but making only $5,000,000 of that amount immediately available to the proposed Port of Boston Authority, ran into stiff opposition from members of the House Ways and Means Committee as debate on the port program opened in the Massachusetts House today.

Representative Henry L. Shattuck (R) of Boston offered an amendment to the Port Authority bill which would authorize the appropriation of the full $15,000,000 sought by proponents of the legislation, but would restrict the use of $10,000,000 of that amount without further authorization by the General Court.

"This amendment," the Boston Representative said, "would cut out the 'blank check' feature of the original bill, while announcing to the world that we believe the project is important and worthy of our full support."

Shepard Leads Opponents

Representative Charles E. Shepard (R) of Warren, a member of the Ways and Means Committee which last week recommended an appropriation of $5,000,000 for the Port development program, led the opposition to the Shattuck amendment.

"This is one of the most important items before us for a long time," Mr. Shepard said. "We are putting the State in the port business, and we should proceed with caution."

He said that not a single member of the proposed Port Authority is known, and he urged care in appropriations "until we have someone who can speak on what the plan of that Authority will be."

Representative John E. Powers (D) of Boston, also a member of the Ways and Means Committee, opposed the Shattuck amendment.

Plan Demanded

"We told the Port advocates what we were going to do: Set up the $5,000,000, and allow the Authority to use the $4,750,000 appropriated four years ago for the Mystic piers. Isn't that encouragement enough to make $9,750,000 available to an Authority not yet named?

"Before the members of this Authority can sit down and talk with one another, it will be October," Mr. Powers continued. "We merely ask them to come in here in January and tell us of their plan. Where are they going to build? How much business are they going to do?

Representative Enrico Cappucci (D) of Boston offered an amendment to increase the bond issue to $15,000,000 with provision that $5,000,000 be spent in East Boston, $5,000,000 in South Boston, and $5,000,000 in Charlestown.

"We are asleep in Boston," Mr. Cappucci said. "Let's not give authority to a new group of men to build piers wherever they want."

Amendment Opposed

Representative Ralph H. Hill (R) of Methuen, a member of the Committee on State Administration, which originally approved the $15,000,000 appropriation, said the Port development program was "far more important for business than the East Boston Airport."

Mr. Hill objected to the Cappucci amendment and said he did not think it fair for the Legislature to try to tell the Authority where to put the piers.

Represenative Anthony R. Doyle (D) of Worcester, a member of the Ways and Means Committee, supported his Committee's report. "We have to protect the taxpayers of the State, the people of Worcester, Springfield, and other cities and towns," he said. "We spent millions to build Commonwealth Pier, and never has the pier done enough business to pay the cost of construction. It is only fair to the taxpayers that the Port Authority come back with a definite plan."

Support Expected

Despite the tremendous pressure which has been brought to bear on members of the Legislature by proponents of the Port Development bill, there were indications that the Ways and Means Committee report would receive support in the House. Many Representatives indicated that the unusual pressure brought on this particular bill had antagonized them rather than caused them to become sympathetic to the proponents' viewpoint.

Senator Leverett Saltonstall today sent telegrams to Senate President Arthur W. Coolidge and House Speaker Frederick B. Willis urging "a substantial appropriation" for the Boston Port Authority bill.

The telegram was as follows: "Heartily approve principles of Port Authority bill and urge substantial appropriation. Believe this to be of tremendous importance to future of Boston and Massachusetts. Hope bill will be passed."

Linked to Wool Trade

The Boston Wool Trade Association, backing the Port development program, said that the future of Boston's wool trade depends upon it.

"This is the largest wool center in the United States, catering to textile plants throughout the nation," the Association added. "Thirty years ago, wool coming to the United States arrived chiefly at Boston, but just prior to the outbreak of World War II it had dropped to 60 per cent.

"Due to inadequate facilities at this Port, less than 1 per cent has been landed in Boston from steamers during the war. In one year's time, Boston could lose this industry which handles a commodity valued in times of peace at approximately $250,000,000.

"It will lose it if the proper facilities are not available to carry on in a modern way." Stearns Poor, President of the Boston Stock Exchange, said:

Exchange Urges Passage

"The Boston Stock Exchange, with all the earnestness at its command, urges the members of the Massachusetts Legislature, in the public interest, to pass the Port of Boston bill promptly and to restore the full $15,000,000 appropriation."

Both the Massachusetts Congress of Industrial Organizations and the Massachusetts State Federation of Labor have joined business and industry in urging rejection of the Ways and Means Committee report.

"Procrastination, piffling appropriations or peanut politics must not be allowed to bog down the bill now before the Massachusetts Legislature calling for establishment of a Port Authority with adequate finances and authority," William K. Jackson, President of the Boston Chamber of Commerce, said.

BOSTON WOOL TRADE ASSOCIATION

EXECUTIVE COMMITTEE

HARRY A. TILTON, PRESIDENT
GORDON N. MCKEE, VICE-PRESIDENT
C. WILLARD BIGELOW, SEC.-TREAS.
RALPH W. CONANT
MALCOLM GREEN
ROBERT P. HACKETT
PERCY B. KINCAID
HAROLD T. LINDSAY
RUSSELL E. LONGSHORE
JOHN G. WRIGHT

ADDRESS OF SECRETARY AND TREASURER
263 SUMMER STRE

July 3, 1945

Mr. J. R. Benton, Chairman,
Greater Boston Development Committee,
80 Federal Street,
Boston, 10, Mass.

Dear Mr. Benton,

As suggested in your telephone conversation this A. M., the following statement was given to the Globe, American, Traveler and Monitor by the Port Authority Committee of the Boston Wool Trade Association.

> "The members of the Boston Wool Trade are watching with interest the action by the Massachusetts Legislature on the Port Authority Bill. The answer will be provided to their question; 'What is the future of the Wool Trade in Boston?' This is the largest Wool Centre in the U.S.A., catering to the Textile Plants throughout the Nation.
>
> Thirty years ago wool coming to the U.S.A. arrived chiefly at Boston, but just prior to the outbreak of World War II it had dropped to 60%. Due to inadequate facilities at this Port, less than 1% has been landed in Boston from steamers during the War. In one year's time Boston could lose this Industry which handles a commodity valued in times of Peace at approximately $250,000.000. It will lose it if the proper facilities are not available to carry on in a modern way. Allied to the Wool Trade are the Banks, Insurance Companies, Truckers, Warehouses and Railroads, all of which contribute to the economic welfare of this State."

Very truly yours,
Harold A Bishop
PORT AUTHORITY COMMITTEE

HAB/AD

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the address.

WESTERN UNION

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A. N. WILLIAMS
PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

g time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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HON J R BENTON, BOSTON MUTUAL LIFE INSURACE CO=

=BSN=

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ND AM GIVING SAME TO PRESS. " HEARTILY APPROVE PRINCIPLES
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HIS TO BE OF TREMENDOUS IMPORTANCE TO FUTURE OF BOSTON
D MASSACHUSETTS. HOPE BILL WILL BE PASSED."=

LEVERETT SALTONSTALL U S SENATOR.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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WESTERN UNION

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A. N. WILLIAMS
PRESIDENT

SYMBOLS
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Y R BENTON CHAIRMAN=
GREATER BOSTON DEVELOPMENT COMMITTEE 160 CONGRESS ST
BOSTON MASS=

public

.EGRAM RECEIVED I NEVER ISSUE STATEMENT ON MATTERS PENDING MASSAHCUSETTS LEGISLATION I OCCASIONALLY TAKE POSITION ON TERS PENDING THEREIN IT IS MY OPINION THE PASSAGE OF THE PROPRIATION FOR FIFTEEN MILLION DOLLARS IN CONNECTION WITH : BILL MENTIONED IN YOUR TELEGRAM IS WISE STEP FOR THE ISLATURE TO TAKE FOR THE BENFIT OF BOSTON AND MASSACHUSETTS YOU DESIRE YOU HAVE MY PERMISSION TO MAKE MY POSITION ON

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

IS BILL KNOWN TO THE PUBLIC=(

CONGRESSMAN JOHN W MCCORMACK HOUSE MAJORITY LEADER.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

DAVID + JEANNE

DAVID'S COTTAGE
DELRAY BEACH - FLORIDA.

JULY 3 - 1945

FRONT ENTRANCE- PATIO ON THE LEFT.

FRONT VIEW.

JULY 3-1945

THE BOSTON HERALD, TUESDAY, JULY 3, 1945

Labor Joins Fight Against Port Slash

AFL, CIO Ask Full Appropriation As House Defers Action Until Today

Labor leaders representing several million working en and women last night joined with industrialists, bank- s, business men and civic leaders from all sections of New igland in a united demand on the Massachusetts Legis ure to appropriate a full $15,000,000, rather than one- ird of this amount, for the development of the port of ston at today's session.

The House yesterday postponed action on the appro iations bill until today. If it is not taken up at today's ssion, it will go over until Monday, as the Legislature l not meet again until that time.

"If the Massachusetts Legislature accepts the recom ndation of the committee on ways and means to reduce appropriation for the development of the port of Bos n from $15,000,000 to $5,000,000, it will, in effect, be oclaiming to the rest of the nation that Massachusetts is gned to its fate as a state where strial and economic progress become moribund," declared mas E. Wilkinson, secretary- surer of the Massachusetts e Federation of Labor.

here can be no doubt in any- mind that the reason for the th of great industrial commu- s in other states is aggressive, nary leadership by the com- ty, backed up by public offi- who carry out the mandate of eople. The same obligation on the shoulders of our Legis- . They dare not fail to meet hallenge, or send a boy to do 's errand."

CIO also called for restora- the $10,000,000 proposed cut atement by its Massachusetts nt, Joseph Salerno. "Now is ne for both planning and f we are to provide full em- nt during the postwar period ke Boston the important hould be," he asserted. y-pinching will hurt Bos- Massachusetts. The time n is now and the full ap- on is needed. The Massa- State CIO is fully in back of adequate and extensive development of the port of Boston, so that it will be second to none in the country. We call for the restoration of the cut in the appropriation and ask that the full $15,000,000 be appropriated."

ISSUE SEEN VITAL

William K. Jackson, president of the Boston Chamber of Commerce, last night declared that action was needed immediately, that the situation was "alarming" and that "the issue is so important to the welfare of this whole region that it must not be allowed to get bogged down in procrastination, piffling appropriations or peanut politics."

"The future commercial prosperity of the Boston area, and indeed the whole of northern New England, is inextricably interwoven with the port of Boston—the great New England Gateway for waterborne commerce," Jackson asserted. "If the facilities of the port are inadequate, New England's part in the postwar development of industry and commerce will be reduced to a minor and insignificant role.

"Obviously what is needed now is a Port Authority with power—power to make plans, decide where and when port facilities are needed and to finance their construction with the credit of the Commonwealth. Probably no person in authority believes that such construction projects can be wholly self-liquidating, but if the principal debt can be amortized over a sufficiently long period of years, there is every reason for believing that income will be a major factor in reducing the original debt.

"The bill filed in both branches of the Legislature gave the new Port Authority power to issue bonds up to $15,000,000. The House Ways and Means Committee reported a bill calling for only $5,000,000—an utterly inadequate amount."

OTHER STATES JOIN

Meanwhile, growing support was given Massachusetts forces by those in other New England states, indicating widespread conviction that a prosperous port of Boston will mean a prosperous New England.

In a joint statement yesterday, Nicholas E. Peterson, vice-president of the First National Bank of Boston, and Andrew F. Lane, general manager of the Boston Port Authority, warned that if the Legislature approved the proposed reduction it would be a "fatal blow" and seriously jeopardize the future of Boston and New England.

Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, also reminded all members of the Legislature in telegrams that "the change in the bill is public notice to shippers and shipping lines the world over that we are not serious—only toying with our problem. Traffic and cargoes will go to the ports which are in earnest."

Flanders added:

ONLY PORT LAGGING

"When the ways and means committee cut the appropriation for the Port Authority to $5,000,000 and set conditions on the expenditure of that small sum, they did so after long consideration and in the belief that they were doing their duty. Yet their decision, if concurred in by the General Court, would bring tragic consequences to the port of Boston, to Massachusetts and to all New England.

"Every other port on the Atlantic and Gulf coasts is preparing itself for postwar shipping. The state of Georgia did not hesitate to pass a $15,000,000 bill while we were talking about ours. Every port will be ready except Boston."

Lane and Peterson maintained that "the psychological effect of slashing the appropriation will be most damaging."

"To the prospective users of the port, it creates the impression that they will not be able to negotiate contracts for Boston port facilities on a business-like basis, but may be compelled to wait many months before the port authorities can tell them whether or not the Legislature will give the necessary approval," they contended.

Lane and Peterson also pointed out that "we stand at the crossroads facing a tough competitive struggle in the post-war period."

BOSTON POST, TUESDAY, JULY 3, 1945

TO BATTLE BIG SLASH IN PORT BILL

House Today Debates $10,000,000 Cut in Measure

BY JAMES G. COLBERT

A bitter fight to reverse the action of the House ways and means committee in cutting $10,000,000 from the proposed $15,000,000 program for the development of Boston's waterfront facilities is expected in the House of Representatives today when the port bill will come up for debate.

A VITAL ISSUE

While supporters of the measure, which New England business and industrial leaders consider of vital consequence to the future of Boston, expressed the conviction that the action of the powerful committee on ways and means may be overturned and the amount increased, they pointed out that a two-thirds vote would then be necessary to float the bond issue.

The bill for the establishment of a Port of Boston Authority, with adequate finances and power to restore Boston to its place among the leading shipping centres of the world, is so important to the welfare of the whole region that it should not be "allowed to get bogged down in procrastination, piffling appropriations or peanut politics," Pres. William J. Jackson of the Boston Chamber of Commerce declared last night.

Other industrial leaders threw their weight behind the fight for the adoption of the $15,000,000 plan, declaring that a $5,000,000 program would fall so far short of doing the work desired that it would not be worth while to undertake the project at all if only that amount were allowed.

Despite these and other arguments, several legislators last night asserted that they still want to know how the $15,000,000 is to be spent before they authorized its expenditure.

Called "Blank Check"

At a meeting yesterday of the ways and means committee, Mayor Carl A. Raymond of Melrose commended the committee members for their report on the port bill, announcing that he was opposed to the Legislature writing "blank checks."

The committee's action in slashing the suggested loan to a third of the amount proposed, on the other hand, was called a fatal blow aimed at the very heart of the plan by Nicholas E. Peterson, vice president of the First National Bank of Boston, who said that it would seriously jeopardize the future development of the port if the report is accepted.

Pres. Jackson of the Chamber of Commerce in urging the adoption of the $15,000,000 program maintained that this is a modest amount, asserting that Baltimore has authorized an expenditure of $50,000,000 for its port, Philadelphia $31,000,000, San Francisco and New Orleans $25,000,000 each.

"A vote for an inadequate appropriation shows lack of faith in or indifference to the future welfare of our Commonwealth," he said.

Lack of Faith

Mr. Peterson described the attitude of the Republican-dominated ways and means committee as "most disheartening to business enterprise" and said a niggardly appropriation of funds for the development of harbor facilities "would give shippers the impression that Boston has no faith or confidence in the future of the port," and "is not willing to spend the necessary funds to provide the facilities and services that are needed. The net result," he stated, "will be that the shippers and others interested in using the port will go elsewhere."

Domestic and international steamship trade routes are now being determined and steamship companies are making plans and contracts, Mr. Jackson stated. "They are receiving propositions from other ports that have modern facilities or plans for creating them—plans involving sums ranging up to $1,000,000,000 in New York," he said. "A steamship company is influenced by many considerations in deciding on its terminals and selecting its ports of call. Among them are facilities, cost of doing business and the efficiency of operation."

Future at Stake

"The future commerical prosperity of the Boston area and indeed the whole of northern New England is inextricably interwoven with the port of Boston—the great New England gateway for waterborne commerce. If the facilities of the port are inadequate New England's part in the postwar development of industry and commerce will be reduced to a minor and insignificant role," the Chamber of Commerce head asserted.

"Obviously what is needed now is a port authority with power—power to make plans, decide where and when new port facilities are needed and to finance their construction with the credit of the Commonwealth. Probably no person in authority believes that such construction projects can be wholly self-liquidating, but if the principal debt can be amortized over a sufficiently long period of years, there is every reason for believing that income will be a major factor in reducing the original debt.

"The bill filed in both branches of the Legislature gave the new Port Authority power to issue bonds up to $15,000,000. The House ways and means committee reported a bill calling for only $5,000,000—an utterly inadequate amount," he said.

The following letter sent special delivery over the week-end to all members of the Massachusetts Legislature was released last night by Ralph E. Flanders, chairman of the Massachusetts committee for port development:

"Since there are 280 members of the Massachusetts General Court, it is not going to be possible to write personally to each of you as I would like, so this letter must be multigraphed.

Tragic Results

"When the ways and means committee cut the appropriation for the Port Authority to $5,000,000 and set conditions on the expenditure of that small sum, they did so after long consideration and in the belief that they were doing their duty. Yet their decision, if concurred in by the General Court, would bring tragic consequences to the port of Boston, to Massachusetts, and to all New England.

"Every other port on the Atlantic and Gulf coasts, ours alone excepted, is preparing itself for postwar shipping. The State of Georgia did not hesitate to pass a $15,000,000 bill while we were talking about ours. Every port will be ready except Boston.

"The change in the bill is public notice to shippers and shipping lines the world over that we are not serious—only toying with our problem. Traffic and cargoes will go to the ports which are in earnest.

"Time never turns back. We are already late. The minimum expenditures must be made as soon as materials are available. The engineering work, which will take many months, must be started now.

"Neither the Massachusetts committee for port development nor any group of Legislators can determine in advance how the funds should be spent. That can only be determined by a port authority of experienced and public-spirited men, who realize the seriousness of the threat to New England's future and who are free to act in the way which will best preserve that future.

"Does the farmer skimp on his seed corn? The moderate sum in question is the seed corn on which this city and this region depend for their future bread. We must plant it or perish."

THE BOSTON DAILY GLOBE—TUESDAY, JULY 3, 1945

Chamber Demands Port Bill Action

Jackson Hits 'Peanut Politics'; Fight Looms Today on Slash

"Action now" on the bill to create a new Port of Boston Authority financed by a state bond issue was advocated last night by William K. Jackson, president of the Boston Chamber of Commerce.

"The issue is so important to the welfare of this whole region that it must not be allowed to get bogged down in procrastination, piffling appropriations, or peanut politics," he said.

The House yesterday postponed action until today on the $15,000,000 appropriation for Boston's port development which the Ways and Means Committee slashed to $5,000,000, opening a battle by local business and industry to restore the proposed cut.

"A vote for an inadequate appropriation shows lack of faith in or indifference to the future welfare of our Commonwealth," Jackson added. "What obviously is needed now is a Port Authority with power—power to make plans, decide where and when new port facilities are needed, and to finance their construction with the credit of the Commonwealth."

See **PORT** **Page 2**

The Chamber of Commerce president described the $15,000,000 request as "modest" compared to the post-war expenditures planned by other Atlantic coastline ports which are spending four and five times as much—plans for New York wharf, dock and pier construction will cost $1,000,000,000 to complete, he said.

Yesterday, representatives of banks, big business industry, and labor marshaled their forces at the State House and declared themselves fully in disagreement with the cut.

"It would be a fatal blow and seriously jeopardize future development of the port," was the joint warning of Nicholas E. Peterson, vice president of the First National Bank of Boston, and Andrew F. Lane, general manager of the Bos-on Port Authority.

Ralph E. Flanders, chairman of he Massachusetts Committee for Port Development, described the Ways and Means' committee pro-osal as "public notice to shippers nd shipping lanes the world over hat we are not serious—only toy-ig with the problem.

"Traffic and cargoes will go to rts which are in earnest," he ncluded.

Although postponement was made until today there is a possibility that the House might defer decisive action until still longer—perhaps next Monday, it was learned at the State House yesterday. The Legislature will adjourn tonight until July 9 because of the Fourth of July holiday beginning Wednesday.

Asserting that he was opposed to the Legislature "writing blank checks" for projects of this nature, Mayor Carl A. Raymond of Melrose commended the reduction requested by the Ways and Means Committee.

"BREACH OF TRUST"

Ex-Mayor John F. Fitzgerald Blasts Cut in Appropriation for Port — Points to Huge Sums Being Spent by Other Cities for Harbor Improvements

Failure of the Legislature to appropriate $15,000,000 for development of the Port of Boston will "be a breach of trust," ex-Mayor John F. Fitzgerald of the Boston Port Authority said last night.

In his statement he said:

At a convention of 600 shipping delegates in San Francisco, which I attended, the convention went on record demanding from Gov. Saltonstall that new piers be built in Boston. The chairman of the convention said that Boston had one of the finest natural harbors in the United States, but the worst docks in the world.

Fifty years ago this year I went to Congress and I introduced a bill, which was passed, making the first big appropriation for Boston Harbor. Successive members of Congress have fololwed this up until now we have what is considered one of the finest and the easiest to approach harbors in the world.

At one time Boston occupied second place among the major ports of the country, now we are in the 10th place.

In the early days Boston builded and owned the finest ships in the world, but now we do not own a single ship line.

Although Boston furnished the money and brains to build the big railroads of the country, we don't own a trunk line. New York has 14, and the other ports, Philadelphia, Baltimore, and Norfolk have from three to six.

The United States government has already spent over $100,000,000 in improvements on Boston Harbor and docks and of this about $50,000,000 were spent in the improvements at Castle Island, which made it possible for the port of embarkation to do such splendid work in the handling of men and materials for the war in Europe. The best opinion is that these docks built by the government at Castle Island are not the kind of docks that modern shipping can use.

Therefore the necessity of modern docks.

The full appropriation of $15,000,000 requested for new piers by the combined business, commercial, industrial life of New England is a breach of trust if not passed by the Legislature.

THE BOSTON DAILY RECORD Tuesday, July 3, 1945—Page 3

Port Funds Fight Today

Piffling appropriations and peanut politics must not be allowed to bog down establishment of a Port of Boston adequate for the future commercial prosperity of Boston and New England, William K. Jackson, president of the Boston Chamber of Commerce said yesterday.

"Port development for postwar steamship trade requires expenditure of the full $15,000,000 proposed in the Legislature, Jackson said.

"Steamship companies are now laying out their routes and terminals and they are naturally influenced by the efficiency of port facilities offered.

"Other ports are preparing the most modern facilities. New York is spending $1,000,000,000. Baltimore has authorized $50,000,000, Philadelphia $31,000,000 and San Francisco and New Orleans $25,000,000 each. The Boston Port Authority has modestly requested $15,000,000."

Legislative action on the fight to increase the appropriation for the Port was postponed until today with Rep. Patrick J. McDonough of South Boston, predicting "we will positively get the $15,000,000."

Commenting on the postponement, McDonough said, "We can thank the Boston newspapers for their support in this fight. They have awakened the Legislature to the need for the money."

The Ways and Means committee bill slashing the port appropriation from $15,000,000 to $5,000,000 will go before the Legislature for consideration today.

Avoid Depression

REPRESENTATIVES of labor, industry a business and mayors and selectmen all o the State have joined in an appeal to the Leg lature to restore the FULL FIFTEEN-MILLIO DOLLAR appropriation for the Port of Bosto

These men who represent at least 75 per c of the population fear that hundreds of factor will be closed and the jobs of thousands of p sons sacrificed if the port improvement fund reduced to an inadequate $5,000,000, as the Wa and Means Committee mistakenly recommend

If the $5,000,000 appropriation prevails, might as well abandon our hopes for post prosperity and resign ourselves to another ne less depression.

Jack Hurvich, president of the Greater Bos Industrial Union Council, expressed the views millions when he said:

"Even $15,000,000 is inadequate, but lease it will give us a substantial approach the ultimate plan for improvement of the po

"I don't like to see the hands of those w will comprise the five-man board tied with paltry appropriation.

"I am confident that if they find they can the job with less money they will do it. And they need more they should have it."

Page 14—Tuesday, July 3, 1945 DAILY REC

THE BOSTON DAILY GLOBE—TUESDAY, JULY 3, 1945

House Debates $10,000,000 Cut in Port Funds Today

Faced with a barrage of demands from civic leaders and groups that the $10,000,000 sliced from the Boston Port Authority bill be restored, the Massachusetts House will debate the bill today.

The House Way and Means committee cut the funds, which the bill provides shall be raised by a bond issue, from $15,000,000 to $5,000,000 and then found itself faced with an almost unprecedented wave of criticism.

"The change in the bill is public notice to shippers and shipping lines the world over that we are not serious—only toying with the public," Ralph E. Flanders of the Massachusetts Committee for Port Development declared.

William K. Jackson, president of the Boston Chamber of Commerce, asserted "the issue is so important to the welfare of this whole region that it must not be allowed to get bogged down in procrastination, piffling appropriations or peanut politics.

"A vote for an inadequate appropriation shows lack of faith in or indifference to the future welfare or our Commonwealth," he said.

The bill was on the calendar of yesterday's session, but a postponement until today was voted late in the afternoon. Indications were that decisive action on the bill might not be obtained today was seen in the plane of the legislators to adjourn tonight until July 9 because of the Fourth of July holiday.

Senator Saltonstall renewed his support of the port bill in telegrams today to Fred Willis, speaker of the House, and Arthur Coolidge, president of the Senate. The former Governor declared the port bill is of "tremendous importance to the future of Boston and Massachusetts."

By Way of Comparison

Some figures revealed by Frederick C. Church, chairman of the port committee of the Boston Development Committee, put both the $15,000,000 asked for the Port of Boston and the slash to $5,000,000 proposed by the House ways and means committee in their proper light.

Boston, to repeat the obvious, is the nation's fourth or fifth largest population area with one of the world's finest harbors. Within a radius of 500 miles there live some 35,000,000 people and one of the world's greatest industrial concentrations, rivalled only by our own Mid-West, which is not far away, either. As a port it has three major American and one major Canadian rival within that radius.

We propose to spend $15,000,000 for port development, subject to the two-thirds cut proposed by the ways and means committee.

New York, already the world's greatest port, plans to spend one billion dollars on further port development. Baltimore plans to spend $50,000,000 more on its port and Philadelphia $31,000,000. Montreal already has port installations to put ours to shame and Montreal is far from resting on its oars.

There are our rivals, one already out of sight, the other three leaving us far behind. Yet Boston, lagging in the race, asks less than half of Philadelphia's contemplated expenditures, less than a third of Baltimore's, less than a sixty-sixth of New York's. Is that the way to overtake a rival?

The $15,000,000 asked for the Port of Boston should be treated as a minimum expenditure, to be increased as needed, not as a maximum estimate to be slashed away.

BOSTON TRAVELER, TUESDAY, JULY 3,

House Battles On Reduction Of Port Fund

Two Amendments Confuse Debate

By BOB SIBLEY

Massachusetts legislators who have opposed an immediate $15,000,000 appropriation for Boston port development stood their ground today as the embattled Boston Port Authrity Bill went before the House for debate.

Members of the ways and means committee vigorously defended their action in recommending only a $5,000,000 appropriation, while others, in favor of making the full amount available, argued hotly for a $15,000,000 bond issue for the

UESDAY, JULY 3, 1945

Port

(Continued from First Page)

new port authority to rejuvenate Boston's lagging marine commerce.

Two new amendments, offered at the last minute, complicated the issue.

SHATTUCK COMPROMISE

One was from Rep. Henry L. Shattuck, Boston Republican, who proposed $5,000,000 now, and provision for $10,000,000 more to be passed on by the Legislature next year.

The other amendment was from Rep. Enrice Cappucci, East Boston Democrat, who suggested $15,000,000 now, with a restriction that $5,000,000 be spent in East Boston, a similar amount in South Boston, and the other third in Charlestown.

The peppery Cappucci, in outlining the proposals in his amendment, observed pointedly:

"Boston is going dead—we are asleep."

Members of the ways and means committee gave no ground in contending that $5,000,000 was an adequate amount for the present.

WANTS SPECIFIC PLANS

Rep. John M. Powers, Boston Democrat and committee member, declared that "if the requirement seems justified, the committee would gladly approve $20,000,000."

But, he continued, "I believe that the members of this port authority should be taken from the civil service list. and I believe there should be specific plans as to where the port buildings are to take place; how much building there is to be required."

He pointed to the fact that leading business figures and noted authorities were heard at the committee hearing, and that the committee now believes that "the $5,000,000 we recommended and the $4,750,000 which remained in the port authority money yet to be used, was enough to be placed with an authority yet to be created."

BLACK CHECK OPPOSED

Rep. Shattuck, in explaining his amendment for $5,000,000 only at the outset, asserted: "This cuts out the blank check." Shattuck also specified: "We want the details of projects specifically brought to our attention."

Rep. Charles E. Shepard, Warren Republican, another member of the awys and means committee, said that "This is a new, untried authority. We do not know one man on the authority. The loss of taxes is a very important item in this situation."

Rep. John Vaughan, Belmont Republican, urged the allocation of the entire $15,000,000 "to provide service for Massachusetts shippers who are one day nearer to Europe than the New York shippers."

SLAPS AT BANKERS

Another who spoke in opposition to the $15,000,000 bond issue was Rep. Anthony R. Doyle of Worcester, Democrat and member of the ways and means committee. "The bankers," he said, "will give you a loan for house construction, and when part of the house is up they will give you more. But in this instance they want $15,000,000 without plans and specifications."

Strong backing was still rolling up in Boston and elsewhere for the originall $15,000,000 recommendation.

Stearns Poor, president of the Boston Stock Exchange, declared that "if this bill is not passed with the minimum funds found necessary by an outstanding citizen's committee, we might as well abandone our hopes for any post-war prosperity for Boston and Massachusetts."

In a statement in behalf of the Boston conferencc of Steamship Operators and Contracting Stevedores, John Q. Birmingham terms the $10,000,000 "cut" as "very regretable, as the prosperity of the state is at stake.

If we fail to have modern facilities available," Birmingham said, "it will mean loss of employment to our citizens, and will adversely affect Massachusetts industry."

PLEA FROM SALTONSTALL

Senator Saltonstall today made a strong plea for adequate legislation to back the port development.

In telegrams addressed to the House speaker and the president of the Senate, the former Massachusetts Governor urged passage of the bill, and declared it to be "of tremendous importance to the future of Boston and Massachusetts."

Amendment Urged to Halt Port Fund Cut

By BOB SIBLEY

A new amendment to the storm-beset Boston Port Authority Bill was being prepared today as Speaker Frederick B. Willis announced that the measure would be taken up by the Massachusetts House today.

Rep. Henry L. Shattuck, Boston Republican, will offer an amendment calling for a $15,000,000 appropriation with the understanding that $5,000,000 be made available imediately, with the balance of $10,000,000 requiring the approval of the 1946 Legislature.

As the House prepared to take up the much-discussed legislation, there were indications a brisk fight was in the making, despite strong

Port

(Continued from First Page)

support from business and labor for the $15,000,000 measure.

Members of the ways and means committee, who recommended $5,000,000 for a new port authority rather than the $15,000,000 called for by an earlier investigating group of legisaltors, hinted they were unlikely to change their stand, despite the wave of protest from all sides.

One member, Rep. John E. Powers, Boston Democrat, said he thought next year would be time enough to consider what money is needed.

Pointing to the fact that the legislature will be in session again in January, Powers said: "Let the Port Authority come to us then with plans and specifications, and we will see that they get the money necessary to carry out the program. I will be surprised if they come before us with a specific program before the first of April."

Expressing similar hesitancy, Rep. Charles E. Sheehan, Warren Republican, also a member of the ways and means committee, said he did not believe it was good business to furnish a $15,000,000 appropriation at this time, with the new port authority yet to be set up.

PLEA FROM SALTONSTALL

Senator Saltonstall today made a strong plea for adequate legislation to back the port development.

In telegrams addressed to the House speaker and the president of the Senate, the former Massachusetts Governor urged passage of the bill, and declared it to be "of tremendous importance to the futur of Boston and Massachusetts."

The senator said he heartily approved "principles of the Port Authority bill and urged substantia appropriation," adding: "Hope th bill will be passed."

Meanwhile, backers of the plai to adopt the measure without difficult restrictions were making themselves heard in vigorous fashion with business and labor united i a demand for action backed b clear vision.

LABOR FAVORS FUND

Thomas E. Wilkinson, secretary-treasurer of the Massachusett Federation of Labor, declared tha "if the Massachusetts Legislatur accepts the recommendation of th committee on ways and means tc reduce the appropriation for the development of the Port of Boston from $15,000,000 to $5,000,000, it will in effect be proclaiming to the rest of the nation that Massachusetts is resigned to its fate as a state where industrial and economic progress has become moribund."

Wilkinson asserted that "there can be no doubt in anyone's mind that the reason for the growth of great industrial communities in other states is aggressive, visionary leadership by the community, backed up by public officials who carry out the mandate of the people.

"The same obligation rests on the shoulders of our Legislature. They dare not fail to meet the challenge, or to send a boy to do a man's errand."

SEE HARM TO STATE

CIO leaders backed the AFL stand wholeheartedly, with Joseph A. Salerno, president of the Massachusetts CIO group, declaring: "Now is the time for both planning and vision if we are to provide full employment during the postwar period to make Boston the port it should be. Penny pinching will hurt Boston and Massachusetts.

"The time for action is now, and the full appropriation is needed. The Massachusetts CIO is fully in back of adequate and extensive development of the port of Boston so that it will be second to none in the country.

"We call for restoration of the cut and ask that the full $15,000,000 be appropriated.

N. E. INDUSTRY AFFECTED

Terming the situation created by the ways and means committee "alarming," William K. Jackson, president of the Boston Chamber of Commerce, said he considered the "issue is so important to the welfare of this whole region that it must not be allowed to get bogged down in procrastination."

Jackson said the "future commercial prosperity of the Boston area and the whole of northern New England is interwoven with the Port of Boston," and added:

"If the facilities of the port are inadequate, New England's part in the postwar development of industry and commerce will be reduced to a minor and insignificant role."

Japan has been bombed again.

Less than 24 hours after the big four-way attack on apanese homeland targets, a medium force of superfortresses turned by night to hammer industries at Shimotsu.

Airmen returning from the earlier record raid, carried out some 600 superfortresses, report that a half-million gasoline-cked incendiary bombs left the four target cities blazing riously.

Heat Vanishes Before East Wind

The heat wave which kept Boston sweltering for the past three days was broken last night by the east wind and cooling showers. The temperature dropped 14 points from 84 at 6:30 to 70 degrees at 8:30.

The highest temperature was 86 degrees at 3:30, cool by comparison with the week-end, but bathers and vacationers continued to throng the beaches. The mercury dropped into the 60s by midnight and stayed there.

"Comfortable temperatures with little humidity" is predicted for today by the Weather Bureau. Tomorrow, a return of the heat is expected.

Tuesday, July 3rd 1945

Out early and heeling in the dirt the shrubs and perennials to hold them in good condition until Louis comes Friday to plant them. Breakfast on the porch - orange juice corn flakes. Chicken in gravy on Toast. Iced coffee. to the Square with Frances. Subway - office - Very Busy Day - particularly on the Port Bill - telephone - telephone - and telephone - Debated hotly at the State House - at 12.45 to the Executive Club at the Parker House. Broiled Tripe Saute - sliced Tomatoes - Iced Coffee. Roll. cottage cheese - Banana - Back to the office via newspaper row - Work all afternoon. Left at 4.45 with Moody & Mansfield - to Allston - Griffin's - Home. Front Porch. Dinner. Lobster Salad. Great Big Asparagus. Raspberries & Cream.

Waited around for Charlie Merrow to go down and look at a Cooperative Bank property - he did not show up - so called him. Trip called off. Walked up to Cushing Square to get a "Record" To Bed at 8.45

FINE WEATHER FOR HOLIDAY

It will be comfortable at the beach. It will be comfortable in the country. It will be comfortable most anywhere you go today, with smiling skies, gentle west winds and a maximum temperature in the lower 80's forecast until tonight.

Beginning yesterday a gradual exodus from the city to vacation resorts began, but in no case were the railroads, buses or highways crowded with travelers.

The forecast for tonight is fair but not quite so cool. It will grow warmer and more humid tonight and by tomorrow afternoon the temperature will be in the 90's with high humidity forecast. A possibility of showers in the afternoon offers the only hope of relief from the heat due.

PETER COMES HOME
ON FURLOUGH!!!
ON HIS TWENTIETH BIRTHDAY!!!

Wednesday, July 4th 1945 X

Peter came home today. He arrived, amidst great excitement, at 8 this morning. Just the same Pete. He had flown across the country from Santa Barbara - and by train all night from Newark.

I was up early and walked up to Sam's to get the morning newspapers. Then back to bed to read them. Then Peter's Big arrival! Breakfast in bed. Orange juice - corn flakes. Pork chop. Fried egg. Potato cake. Iced coffee. Did two week's testing - Went over to call on Mother at 11. Mary & Jim came out. Peter had Miss Joan Shelden over.

John put the screens on today all over the house - a Big job -

Dinner - Jellied Consomme - Swordfish - French Fried Potatoes. Green Peas - String Beans. Cucumbers. Birthday Cake for Peter

PETER

MARINE FLYING STATION
- MOJAVE DESERT -

RESTRICTED

CERTIFICATE OF LAST LEAVE OR FURLOUGH

Date July 1, 1945

It is hereby certified that Peter Benton (Name) Sergeant (Grade)

546313 (Serial No.) has been granted last (leave) or (furlough)

prior to departure for duty outside the continental limits of the U.S. and is granted permission to apply for ATC transportation in connection with (leave) or (furlough) to be taken at

(Place) Belmont, Massachusetts

It is understood that the furnishing of a transportation ticket to this individual does not prevent his removal for priority cargo or passengers holding higher priority classification, and that the ATC does not accept any responsibility for the return of this individual in time to report for duty.

Signed [redacted]
(Commanding Officer)
(or By Direction, Chief of Naval Personnel)

[redacted]
(Grade)

[redacted]
(Organization)

* * *

The Who's Where of Belmont: SGT. PETER BENTON, USMCR, son of Mr. and Mrs. Jay R. Benton of 3 Pequossette road, celebrated his twentieth birthday on July 4th by arriving home to begin a three weeks furlough . .

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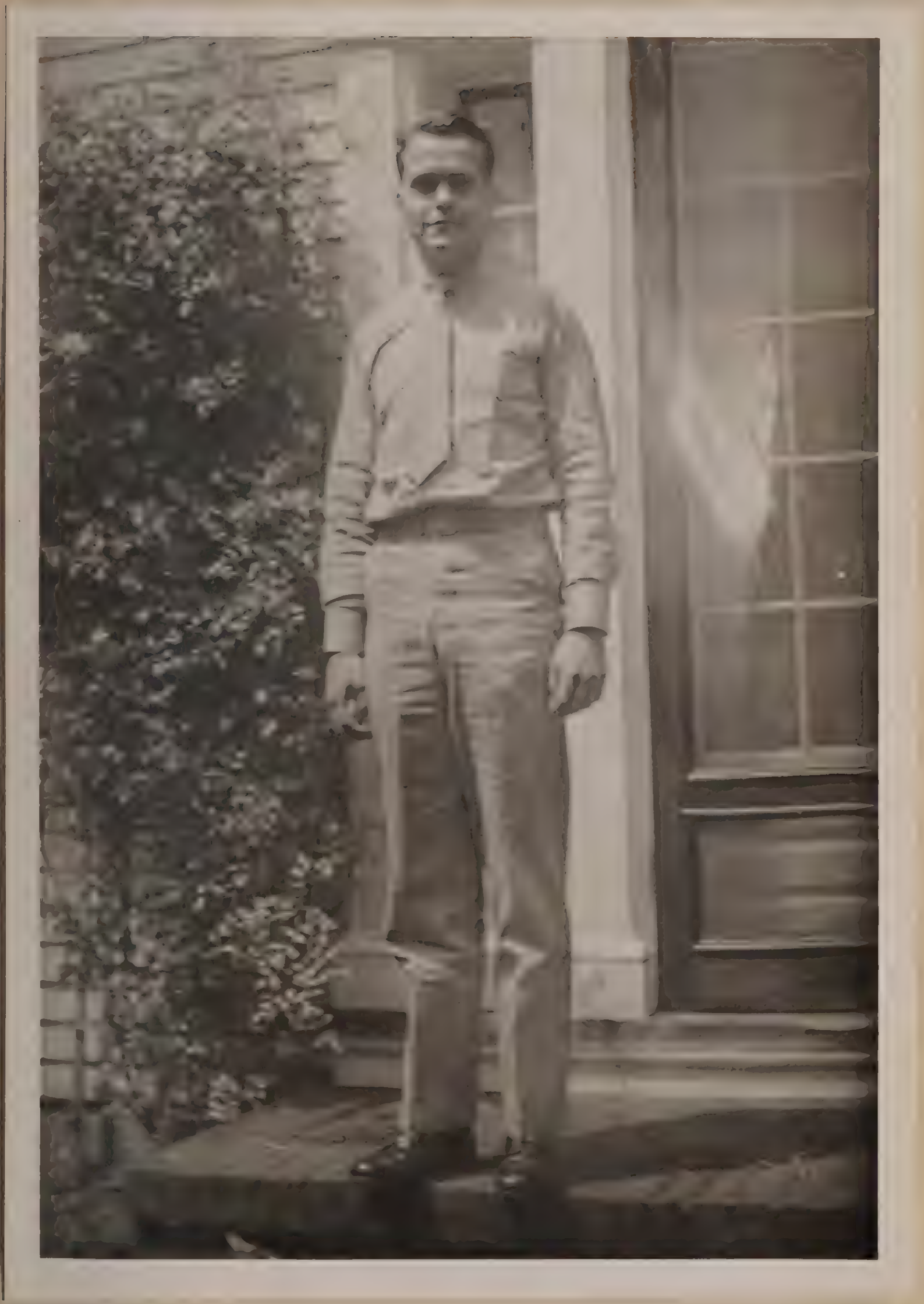
* * *

Sgt. PETER BENTON, a member of the United States Marines, is spending three weeks at the home of his parents, Mr. and Mrs. Jay R. Benton of 3 Pequossette road, while on furlough. He arrived in Belmont on July 4, his 20th birthday, after an absence of a year.

* * *



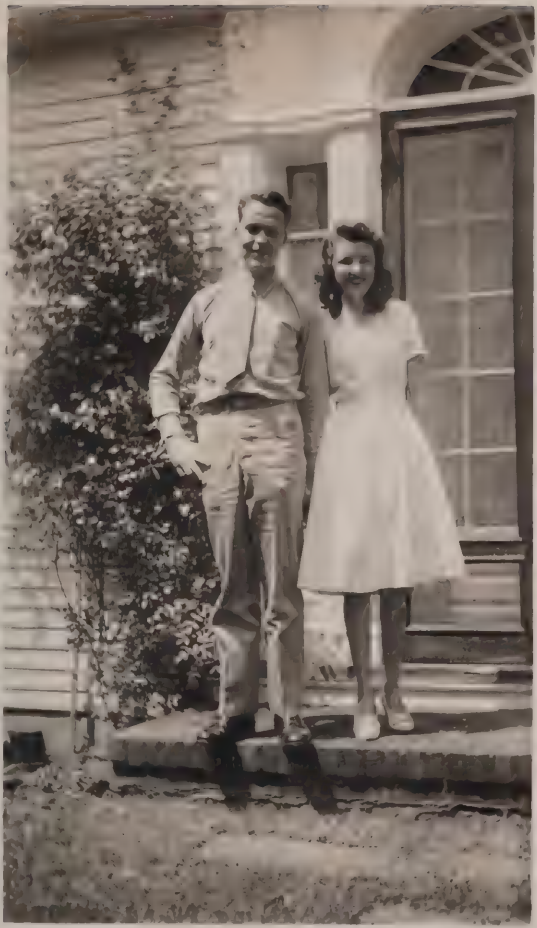
Looking Backward

IN THE FILES OF THE CITIZEN

1925—20 Years Ago—1925

A son, Peter, is born to Mr. and Mrs. Jay R. Benton on Fourth of July.

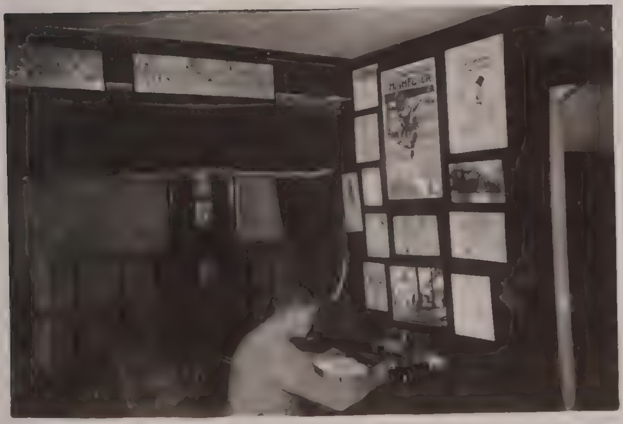
JULY 4, 1945



PETER
AND
JOAN SHELDON.

JULY 4, 1945

BROWNE AND NICHOLS



ROWNE AND NICHOLS

$15,000,000 PORT BILL O. K.'D

STORY ON PAGE 3

15 Million Port Fund Is Voted by House

Sweeping aside all obstacles, the House of Representatives yesterday voted $15,000,000 to improve the Port of Boston. By roll call vote of 116 to 87, the House passed the amendment by Rep. Henry L. Shattuck, Back Bay Republican, to the port bill, providing a $15,000,000 appropriation rather than the $5,000,000 recommended by the ways and means committee.

The amendment authorizes immediate expenditure of $5,000,000, with $10,000,000 earmarked for approval by the next year's session of the Legislature. In long and sharp debate preceding the roll call vote, the Legislature was told the Port of Boston would be a $50,000,000 proposition "over the next few years."

Demonstrating their overwhelming sentiment in favor of the bill, the proponents defeated an amendment to refer the bill to the next annual session, and also voted down a motion to reconsider the amendment, which clears the way for immediate action on the bill in the Senate next Monday.

Demonstrating their disposition to give the Port Authority an open hand, the proponents, on a standing vote, 55 to 52, killed an amendment offered by Rep. Enrico Capussio of Boston, providing that $5,000.000 each be spent in East Boston, South Boston and Charlestown.

Expressing similar sentiment, the legislators by a roll call vote of 136 to 58 defeated an amendment by Rep. Charles D. Driscoll of Boston, which would preclude the spending of funds for leases, improvements, lands or buildings on the waterfront of Atlantic ave., between the appraisers' stores and Northern ave. and Charlestown.

It was the longest debate of the year, lasting more than five hours. Both Rep. Shattuck and Rep. Stuart Rand, Republican leaders who had fostered the bill, expressed confidence at the conclusion of the hearing that when the time comes to vote for the bond issue to provide funds, sufficient support will be available to guarantee a two-thirds majority.

Vote Big Port Bill

Continued From Page 3

It was Rep. Rand who stated: "We're not talking about a $5.000.000, or a $15,000,000 bond issue today. We're talking about a $40,000,000 or $50,000,000 proposition, as we'll spend that amount for the Port of Boston over the next few years."

As the debate continued, member after stated his intention of voting for the amendment, among them Albert E. Wood of Easton, who has been in the shipping business for many years.

CITES PLOT

Wood characterized the thrusting of Boston far down on the list as a shipping center "the Boston Port Massacre" and charged that the Vanderbilt family and the House of Morgan had brought about this port's downfall through railroad stock manipulations and diversion of shipping. The aim, Wood asserted, was to control all steamship services in the North Atlantic trade and to make the Port of New York greatest in the world.

Rep. John R. Fausy, Springfield Republican supporting the money-boosting amendment, said: "This measure is one on which the welfare of Boston and Massachusetts will depend for the next few years. As Ambassador Kennedy told us in New York, 'This is the last chance we have to get a worthwhile authority, and if we do not get it we might as well give up as far as development of Massachusetts is concerned.'"

It was pointed out strongly by Rep. John W. Vaughan of Belmont that Philadelphia and Baltimore, chief rivals of Boston in going after postwar prestige have appropriated respectively $40,000,000 and $60,000,000 for development of their ports.

A "substantial appropriation" was urged by U. S. Sen. Saltonstall in telegrams to Senate Pres. Arthur W. Coolidge and House Speaker Frederick B. Willis before debate opened and Stearns Poor, Boston Stock Exchange president, added his endorsement. He said failure to provide $15,000,000 would mean "abandonment of our hopes for any postwar prosperity for Boston and Massachusetts."

HOUSE VOTES PORT BONDS

PLAN TO COST 5 MILLION NOW WINS 116-87

Measure Still Faces Senate, Two-Thirds Vote in 2 Branches

By **JOHN O'CONNOR**

After more than four hours of debate, in which 29 members took the floor to express their views more bitterly than usual, the Massachusetts House yesterday passed and sent to the Senate a $15,000,000 bond issue aimed at the development of he port of Boston.

Warnings that similar legislation ad led to "suicides" and general ishandling of public funds went nheeded as the House voted 116 o 87 to override the recommendaion of its ways and means comittee, which had called for a ond issue of only $5,000,000.

NCERTAIN OF FATE

The $15,000,000 figure was proosed in an amendment offered by ep. Henry L. Shattuck of Boston, hich proposed that $5,000,000 be ade available immediately, with e balance to be held up by the ate until the Legislature approves lans and specifications for any rther spending.

Supporters of the measure were ary of its fate, however, despite e House vote yesterday. They alled attention to rules whereby e bond issue, even should it pass e Senate, would have to have the proval of two-thirds of the embership of both branches to ecome law.

It was explained that, while it would require a two-thirds vote to authorize the bond issue. only a majority vote would be needed next year to approve spending the $10,000,000 balance.

Before voting to improve the bond issue, the House swept aside amendments which would have.

1. Specified that $5,000,000 each be expended on waterfront improvements to East Boston, South Boston and Charlestown. This was offered by Rep. Enrico Capuccio of East Boston.
2. Specified that no money be spent for improving piers on Atlantic avenue from the Appraisers' Stores on Northern avenue to Charlestown bridge. This was proposed by Rep. Charles D. Driscoll of Boston, who claimed that no large ships could dock in that frontage.

REIN ON 'BLANK CHECK'

Rep. Shattuck told the House that this amendment disposed of the '"blank check" aspect of the bill and declared: "This says we are willing to commit ourselves to the extent of $5,000,000."

This brought immediate protest from Reps. Roy C. Smith of Holbrook, chairman of the ways and means committee, and Charles E. Shepard of Warren and John E. Powers of South Boston, members of the committee which had recommended $5,000,000.

"If this is such a wonderful proposition, why do the banks refuse to loan their money on it?" demanded Rep. Smith. "Why are the banks so anxious for us to take this over? Because most of the real estate on Atlantic avenue is owned by the banks. Imagine, if you and I were to go to a bank to ask for money with no plans to advance, we'd get thrown out. But here are the banks asking us to give them the money without any details."

Rep. Peter J. Jordan of Revere, Republican whip, protested that such men as Joseph P. Kennedy, former ambassador to England, were warm advocates of the bill, and declared: "I wouldn't mind having Joe Kennedy advise me on my investments."

Rep. Powers assailed Ralph E. Flanders, chairman of the Massachusetts Committee for Development of the Port of Boston, and declared: "He is not even a resident of our state. In 1940, he was a candidate for United States Senator in the state of Vermont, and was successfully defeated. I think we can challenge the interests of individuals who have been in our city for so short a time."

Powers protested earlier that he was "reluctant to turn over to state control the best resources of the city of Boston," and warned: "I know of the last port authority, where one man committed suicide, another left the state and a third died because of the handling of a $9,000,000 blank check."

The familiar expression, "House of Morgan," also entered the debate when Rep. Albert E. Wood of Easton accused the Morgan interests and the railroads of taking "the first step in the rape of the port of Boston in 1900".

"The spending of money won't correct this situation," said Wood. "We'll get only as much business in Boston as the House of Morgan and the New York Central Railroad are willing to let come in here."

BANKERS' 'PIPE DREAM'

An advocate of the $15,000,000 proposal, Rep. Cappucci charged "we have been asleep too long on this," and Rep. Edmond J. Donlon of Boston declared he was "amazed" how any member could vote against the bill after having voted for the development of the Logan Airport in East Boston.

One of the bitterest opponents of the bond issue, Rep. Albert F. Bigelow of Brookline, former chairman of the ways and means committee, described it as "a pipe dream which the bankers and insurance companies are trying to foister on us."

"If those sound-headed business men would come up and help stop expenditures with the same enthusiasm with which they are trying to get an expenditure, it would be a good thing," he protested.

"Private ownership of the piers provided a good living for private investors," Bigelow continued. "Boston tried to operate the piers, but they are busted. How are you going to get business in Boston with the tax rate where it is now? So now they come to the nice, old state and ask to be pulled out of the hole. If business is going to increase the way they tell us it is, why don't they take a chance?"

15-Millions for Port Wins in House Vote

By SAMUEL B. CUTLER

Advocates of a $15,000,000 bond issue in the bill for development of the Port of Boston won the opening round, 116 to 87, yesterday in the Massachusetts House, following a 4½-hour debate during which the Ways and Means Committee reduction to $5,000,000 was both attacked and defended.

Triumphant backers of the higher appropriation now face Senate action and later the necessity of mustering a two-thirds vote in both branches required at the final enactment stage for a bond issue.

Although yesterday's House ballot would fall short of the two-thirds requirement by eight votes, supporters felt confident they would develop sufficient strength by next week to put the amended bill through to enactment, if the Senate goes along.

Party and geographical lines were smashed during the debate and subsequent roll call on the amendment offered by Representative Henry L. Shattuck, Boston Republican, boosting the bond issue to $15,000,000.

Eliminates "Blank Check"

The Shattuck amendment—presented as a compromise—would enable the new Port of Boston Authority set up in the bill to spend only $5,000,000 immediateley for such purposes as purchase of pier sites and preparations of plans and specifications.

But before the $10,000,000 balance could be spent for construction, the Port Authority would be required to obtain pier leases and Legislative approval of plans for port development.

Shattuck declared his amendment eliminated the "blank check" objections raised by the Ways and Means Committee members.

The fight for the higher figure was led by Representatives Ralph H. Hill, Methuen Republican, and Peter J. Jordan, Revere Republican, author of the $15,000.000 Port Development bill reported favorably by the Committee on State Administration.

Hill said the program would benefit not only the city of Boston but the entire state and claimed it was unfair for the Legislature "to try to tell the authority where to put the piers."

"This is not sponsored by loose-thinking individuals," he continued. "It is sponsored by business, bankers and clear-thinking men."

Hits "Nickel and Dime" Policy

Representative Ernest W. Dullea, Boston Democrat, struck out at "putting out nickels and dimes," asserting that this policy would "be telling the rest of the country New

Rep. Daniel Casey of Pittsfield took the floor to protest that "after seeing Boston, I think I'll stay up on the farm."

"They are throwing away $15,000,000 just as we would throw away $1.50 in Pittsfield," Casey went on. "About every member from Boston has a different idea on this. If that is the way the ideas are going to run, I wonder what kind of a port we would have."

Casey moved forthwith that all amendments be referred to the next annual session, and Speaker Frederick B. Willis ruled the motion out of order.

Attired in Navy uniform and introduced by Speaker Willis during a short recess, former Rep. Jeremiah Crowley of Boston told the House: "When my ship docked here from Okinawa, I had to apologize to my friends for the condition of the piers in East Boston. But I don't want to appear to be in a position of influencing votes here."

BONUS DRAGGED IN

When Rep. Paul A. McCarthy of Somerville protested that those in favor of the $15,000,000 bond issue weren't in favor of a $300 veterans' bonus "for the very men who saved the port of Boston from being a shambles," and argued, "it's impossible to even think that Boston could compete with the metropolis of the world—New York," Rep. John W. Vaughan of Belmont demanded whether "Massachusetts citizens should lie down and die for New York?"

"The citizens of Massachusetts won't have to lie down and die," replied McCarthy. "If we keep on burdening them with taxation they will be flattened, anyway."

The declaration that the port of Boston "has more antagonists in the United States than friends" came from Rep. Stuart C. Rand of Boston, who told his colleagues:

"We are not talking about a $15,000,000 proposition or a $5,000,000 proposition. We are talking about a $50,000,000 or a $60,000,000 proposition to be spent over a period of time. If we cut this down, we will put arguments into the mouth of every opponent of the port of Boston. They will say that we are playing peanut politics. The Shattuck amendment says to the people of the country that the state of Massachusetts has confidence in its port, and has given the people running the port the $15,000,000 asked for."

The House then voted on roll call in favor of the Shattuck amendment. The Senate will not consider the measure until it convenes again on Monday.

The 87 members who voted against the Shattuck amendment were:

Allen, Brookline; Aspero, Worcester;
Barrus, Goshen; Batal, Lawrence; Baxter,
Medford; Beach, Wilbraham Bennett, Na-
tick; G. Leo Bessette, New Bedford; R. G.
Bessette, New Bedford; Bigelow, Brook-
line; Brown, Brimfield; Buzzell, Hudson;
Callery, Rowell; Cameron, Amesbury;
Capeless, Pittsfield Carman, Springfield;
Casey, Pittsfield; Connolly, oston; Cooke,
Casey, Pittsfield; Connolly, Boston; Cooke,
pee; Dickie, Reading; Diniz, New Bedford;
Dooley, Taunton Doyle, Worcester; Dug-
gan, Newburyport; Dwelly, Westport.
Enright, Pittsfield; Evans, Wakefield;
Ferguson, Lexington; Fitzgerald, Black-
stone; Foster, Somerville; Gibbons, Stone-
ham; Gilkerson, Quincy; Glynn, Boston;
Gott, Arlington; Gray, Springfield; Har-
rington, Everett; Holman, Norwood; Hor-
ton, Rehoboth; Howard, Westminster;
Hull, Rockport; Inches, Newton; Johnson,
Worcester; Kane, Worcester; Kelley, North
Attleboro.
Law, Holyoke; Loring, Worcester; Ma-
han, Leominster: Matthews, Fitchburg;
McAllister, Worcester; McCarthy, Somer-
ville; McCulloch, Adams; Milano, Melrose;
Moriarty, New Bedford; O'Brien, J. A.,
Fall River; Oliveira, Fall River; O'Shea,
Lynn; Partridge, Watertown; Peterson,
Woburn; Porter, Agawam; Powers, Bos-
ton.
Ramsdell, Winchester; Riordan, Spring-
field; Sawyer, Berlin; Shepard, Warren;
Skerry, Medford; Skladzien, Webster;
Smith, Holbrook; Spear, Newton; Staves,
Southbridge; Stetson, Middleboro; Talbot,
Salem; Taylor, Quincy; Taylor, Fall River;
Telford, Plainville; Tilden, Scituate;
Tompkins, Concord Verney, Winthrop;
Walsh, Lowell; Webster, Stoughton; White,
Fall River; Wondolowski, Worcester;
Wood, Easton; Wood, Hopkinton; Young,
Attleboro; Youngman, Medford.

Port Bill Progress

By the decision of a relatively slender jority, yesterday, the Massachusetts Hous Representatives took a hoped-for, sensible toward canceling the recommendation o Ways and Means Committee for a reductio $5,000,000 of the appropriation with which prospective Boston Port Authority is to operations. This first difficult hurdle surmou the fight to secure the full $15,000,000 fund nally sought will proceed with renewed vig the Senate.

This initial victory is the more signi since it was realized after protracted debate in which the issues at stake were c drawn. Proponents of the substituted me stressed the need of the Authority's hav fairly generous fund with which to me exigencies, if we are to enter this highly petitive field for maritime business with ports like New York, Baltimore, Philad and Montreal. Their respective approp for port development are all far greater th sum now asked for our new Port Au Opponents of the bill generally recited th objections which have had to be overc securing appropriations for development airport—the nub of their argument is "blank check" should be given the new ity. But there would be substantial sa around whatever sum is appropriated, need for expansion of our port facilit presses for action.

iglanl hasn't confidence in the ture."

'The very life blood of Massachu- ts is dependent upon the flow of mmerce through the Port of Bos- ," he said. "There are five times much freight from Maine shipped ough the Port of New York as shipped through Boston. There st be something wrong when ight goes right by our door to York because we haven't the t facilities for the trade."

epresentative Stuart C. Rand, ton Republican, said we must k in terms of an eventual ex- diture of $50,000,000 to $60,000,000. The Port of Boston has more an- nists in the United States than nds," he continued. "If we cut down to $5,000,000 we will be ng arguments in the mouths of y opponent. They will say we playing peanut politics. They say that leading men, the mber of Commerce and the ident of the Federal Reserve who asked for $15,000,000 were rdered wrong by the Legis- re."

e issue was described by Rep- ntative James P. McDevitt, rlestown Democrat, as "the day lvation for Massachusetts or beginning of deterioration."

ns No Plans Produced

fending his group's stand, Rep- tative Roy C. Smith, Hol- Republican and chairman of Ways and Means Committee, red the bond issue was cut to ,000 "because nobody showed w it would be spent."

ere were no plans, and no ications," he said. "They just 'Give us the $15,000,000.' Im- you or I going to a bank and for money with no plans. ould get thrown out."

th criticized the Shattuck lment, saying that passage of 15,000,000 bond issue by the two-thirds vote this session enable the Legislature next o approve further authoriza- om that amount by a mere ty vote.

esentative Charles E. Shep- Warren Republican in charge Ways and Means report, said mittee required the proposed uthority to obtain legislative al of further appropriations "we do not know one man ay be on that authority."

proposal was described by entative Albert F. Bigelow, ne Republican, as "a pipe the bankers and insurance ies are trying to foist on

ow, former chairman of the nd Means Committee, con- that the Boston tax rate kept from coming to the city, ed that the bankers and the re "coming to the nice old state asking to be pulled out of the hole."

The forenoon and afternoon debate found 29 legislators taking the floor on both sides of the issue.

Before adopting the Shattuck amendment the House rejected an amendment offered by Representative Enrico Cappucci, Boston Democrat, which would restrict pier construction to the "deep water" sections of the harbor, as well as another presented by Representative Charles D. Driscoll, Boston Democrat, which would prohibit use of the Boston waterfront area from Northern av. to the Charlestown Bridge, along Atlantic av.

Rollcall on Port Bill

The rollcall vote of 116 to 87 by which the House adopted the Shattuck amendment increasing the Boston Port Authority bond issue from $5,000,000 to $15,000,000 follows:

VOTING YES—Achin, Lowell; Applington, Amherst; Armstrong, Plymouth; Artesani, Boston; Ashworth, Monterey; Asiaf, Brockton; Babcock, Milton; Bagley, Townsend; Blake, Gardner; Borsa, Springfield; Bowker, Brookline; Campbell, Medford; Capolupo, Boston; Cappucci, Boston; Carroll, Boston; Casey, Lawrence; Chase, Boston; Cleary, Boston; Collins, Andover; Conley, Lawrence; Cook, Boston; Crockett, Upton; Cuffe, Lynn; Custance, Clinton; Cutler, Needham; Davis, Everett; Dean, Oakham; Desmond, Lowell; Dewar, Malden; Dignam, Easthampton; Donlan, Boston; Driscoll, Boston; Dullea, Boston.

Elliott, Leicester; Endicott, Canton; Fausey, West Springfield; Feeney, Boston; Flaherty, Boston; Folson, Lynn; Fuller, Deerfield; Gallant, Weymouth; Greene, Boston; Gregory, Chicopee; Haigis, Wellesley; Hannon, Lee; Harvey, Boston; Hays, Waltham; Hill, Methuen; Hurwitz, Cohasset; Hutchinson, Boston; Hutchinson, Lynn.

Iris, Brockton; Jenness, Quincy; Johnson, Brockton; Jordan, Revere; Kaplan, Boston; Keith, Quincy; Kelly, Boston; Lamson, Malden; Lanigan, Boston; Lindstrom, Cambridge; Lobel, Boston; Lunney, Holyoke; Martin, Montague; Matera, Boston; McCarthy, Chelsea; McCarthy, Medford; McCarthy, East Bridgewater; McDevitt, Boston; McDonough, Boston; McEvoy, Somerville; McInerney, Boston; McLeon, New Bedford; McMorrow, Boston; Miller, Boston; Morley, Swampscott; Murphy, Malden; Murray, Beverly; Murray, Somerville.

Norton, Boston; O'Keefe, Peabody; O'Neill, Cambridge; Padden, Boston; Perkins, Danvers; Pierce, Greenfield; Pothier, Haverhill; Rand, Boston; Rawson, Newton; Reilly, Boston; Ring, Arlington; Rowan, Revere; Ryan, Somerville; Scally, Boston; Schlapp, Methuen; Sears, Haverhill; Serino, Cambridge; Shattuck, Boston; Sisson, Lynn; Sullivan, Lowell; J. E. Sullivan, Boston; J. J. Sullivan, Cambridge; M. H. Sullivan, Boston; P. G. Sullivan, Boston; W. F. Sullivan, Boston.

Sweeney, Springfield; Tivey, Billerica; Toomey, Cambridge; Tweedy, Taunton; Tyler, Watertown; Valentine, Chelmsford; Vaughan, Belmont; Wall, Lawrence; Wellen, Marlboro; Whittemore, Newton; Wickes, Boston; Winslow, Cambridge; Winslow, Cambridge; total, 116.

VOTING NO: Allen, Brookline; Aspero, Worcester; Barrus, Goshen; Batal, Lawrence; Baxter, Medford; Beach, Wilbraham; Bennett, Natick; G. Leo Bessette, New Bedford; R. G. Bessette, New Bedford; Bigelow, Brookline; Brown, Brimfield; Buzzell, Hudson; Callery, Lowell; Cameron, Amesbury; Capeless, Pittsfield; Carman, Springfield; Casey, Pittsfield; Connolly, Boston; Cooke, Athol; Cousens, Waltham; DeRoy, Chicopee; Dickie, Reading; Diniz, New Bedford; Dooley, Taunton; Doyle, Worcester; Duggan, Newburyport; Dwelly, Westport.

Enright, Pittsfield; Evans, Wakefield; Ferguson, Lexington; Fitzgerald, Blackstone; Foster, Somerville; Gibbons, Stoneham; Gilkerson, Quincy; Glynn, Boston; Gott, Arlington; Gray, Springfield; Harrington, Everett; Holman, Norwood; Horton, Rehoboth; Howard, Westminster; Hull, Rockport; Inches, Newton; Johnson, Worcester; Kane, Worcester; Kelley, North Attleboro.

Law, Holyoke; Loring, Worcester; Mahan, Leominister; Matthews, Fitchburg; McAllister, Worcester; McCarthy, Somerville; McCulloch, Adams; Milano, Melrose; Moriarty, New Bedford; J. A. O'Brien, Fall River; Oliveira, Fall River; O'Shea, Lynn; Partridge, Watertown; Peterson, Woburn; Porter, Agawam; Powers, Boston.

Ramsdell, Winchester; Riordan, Springfield; Sawyer, Berlin; Shepard, Warren; Skerry, Medford; Skladzien, Webster; Smith, Holbrook; Spear, Newton; Staves, Southbridge; Stetson, Middleboro; Talbot, Salem; Taylor, Quincy; Taylor, Fall River; Telford, Plainville; Tilden, Scituate; Thompkins, Concord; Verney, Winthrop; Walsh, Lowell; Webster, Stoughton; White, Fall River; Wondolowski, Worcester; Wood, Easton; Wood, Hopkinton; Young, Attleboro; Youngman, Medford. Total, 87.

NOT RECORDED—Barrett, Gloucester; Barry, Springfield; Brown, Fairhaven; Brown, Beverly; Brown, Abington; Bruce, Springfield; Burke, Ipswich; Butterworth, Nahant; Catusi, Milford; Coady, Cambridge; Conway, Millville; Cronin, Chelsea; Driscoll, Holyoke; Ellis, Barnstable; Erickson, Worcester; Ferriter, Westfield; Fleming, Worcester; Harrington, Salem; Higgins, Braintree; Howes, Dennis; Hull, Nantucket; Karelitz, Haverhill; Lucey, Northampton; Moakley, Springfield; Mulligan, Boston; W. T. O'Brien, Fall River; Parsons, Marblehead; Roach, North Adams.

Roberts, Braintree; Sheehan, Brockton; Sweeney, Lowell; Sylvia, Oak Bluffs; Troy, Worcester; Violette, Fitchburg. Total 34.

Post - July [illegible]

$15,000,000 PORT BILL ENGROSSED

116-89 House Vote Is Not Enough for Enactment

SUPPORTERS HOPE FOR VOTE SHIFTS

House Devotes Over Six Hours to Very Spirited Debate

BY WILTON VAUGH

The House engrossed, and sent along to the Senate late yesterday, the bill creating a real Boston Port Authority with power to build piers and develop the waterfront to bring world trade back to Massachusetts after the war.

But, although a majority of the members approved the proposal to spend $15,000,000 for harbor improvements, the favorable vote of 116 to 89 is not enough to enact the bill when it comes back from the Senate.

A two-thirds vote of the members present and balloting will be necessary to legalize the bond issue in the enactment stage.

Even if all of the 34 members who were not recorded yesterday come in and support the bond issue on enactment next week, the measure would have a total of 150 votes, and 158 are needed with all members present and voting. As a result the backers of the bill will be forced to appeal to some of the members who voted against the measure yesterday to change their votes.

It is likely that some of the members who voted against the $15,000,000 bond issue yesterday will favor it and go along with the majority. The present bill, as amended by Rep. Henry L. Shattuck of the Back Bay, would authorize the $15,000,000 this year, but would require the Authority to come back after they have spent $5,000,000 and report their plans before the Legislature releases the remaining $10,000,000. Approval of the remaining $10,000,000 would require only a majority vote of the Legislature.

Debated for Six Hours

This decision was reached by the House only after a bitter debate lasting six hours with 45 minutes taken out for lunch. Responding to a State-wide demand from voters in all sections of Massachusetts and from the outstanding leaders of industry, trade, finance and labor organizations, the House rejected the report of its ways and means committee which had cut the bond issue to $5,000,000.

The committee which is Republican by a count of 11 to 4 saw party lines break as Rep. Peter J. Jordan of Revere, the Republican assistant floor leader, joined with Rep. Shattuck, a former Republican ways and means chairman, to lead the movement to join with most of the Democratic minority to favor the bill.

Restrictive amendments were offered to prohibit the new Port Authority to spend any money for piers on Atlantic ave. between Northern ave. and the Charlestown bridge and to require the Authority to spend the $15,000,000 equally in East Boston, South Boston and Charlestown, but these measures were voted down.

Leaders of the opposition argued that the money should not be made available until the Legislature finds out the names of the men Gov. Tobin will appoint to the new Port Authority and also learns what sites will be taken by the Authority and where the new piers will be built.

Say Spending Only Beginning

Supporters of the bill argued that the State was merely lending its credit to the development and that the piers would not be built until the Authority has signed agreements with railroads and steamship companies leasing the waterfront properties at prices which will liquidate the bond issue.

They contended that the Authority will ultimately have to spend $50,000,000 to $60,000,000 on the port in order to compete with New York, Baltimore, Philadelphia and other coastal cities which are battling for shares in world commerce.

Bankers, financiers and other internationally known leaders, came in for sharp criticism on the floor of the House for their support of the bond issue, as members of the stubborn ways and means committee battled to bar the State from extending its credit to start the project. They insisted that private capital should back the project if it were such a good investment for the future.

Before the House took action, it received messages from party leaders including Sen. Saltonstall and House Majority Leader McCormack at Washington, urging approval of the Port Authority measure with adequate funds. Speaker Willis of the House announced he favored $15,000,000. Republicans he had appointed to the ways and means committee received these messages with resentment.

New England Leaders Heard From

Earlier the members had received appeals from New England's leaders in every field of activity to approve the bill. These sponsors included the Grater Boston development committee, headed by Chm. Jay R. Benton; the Boston Chamber of Commerce, led by Pres. William K. Jackson; the Associated Industries of Massachusetts, the State Federation of Labor, the CIO, the Massachusets Federation of Taxpayers Association and individual leaders, including Chm. John F. Fitzgerald of the Port Authority Board, Gov. Ralph E. Flanders of the Federal Reserve Bank of Boston and Chm. Joseph P. Kennedy of the Recess Commission studying a State commerce department.

In offering the amendment increasing the ways and means bond issue from $5,000,000 back to the original $15,000,000 which had earlier been proposed by the legislative committee on State administration, Sen. Shattuck explained that while the Legislature was favoring the full appropriation so that all the world would know that Boston was in earnest, the final $10,000,000 would be released only after the Port Authority comes back with its $5,000,000 plans and specifications. "The amendment cuts out the blank check," he explained, in asking the House to go along with this compromise.

Speaking for the report of the ways and means committee which slashed the $10,000,000 from the bond issue, Rep. Charles E. Shepard, Warren Republican, said: "We should proceed with caution. We will have a new and wholly untried Port Authority. We do not know/one man who may be on that Authority. Until we have someone who can speak on what the plans of that Authority will be, we should be careful in appropriating money."

Question of Taxes Involved

He said that the city would lose taxes if the Port Authority were exempt from local taxation because the shipping people contended that they could not serve the port if they were forced to pay the local taxes. Acting Mayor Kerrigan and Gov. Tobin had favored the measure on the ground that the boom in Boston business through a progressive port would restore taxable values not only in Boston but all over the State.

As the only Boston member of the ways and means committee, Rep. John E. Powers of South Boston, called upon the members to accept the report and allow only the $5,000,000. He asked: "Where are they going to build? How much business are they going to do? Those are what we want to know and we will encourage the program. The only reason for the additional $10,000,000 is because they say it will have a psychological effect. A $10,000,000 psychological affect. Don't they realize they need a two-thirds vote for a bond issue and that failure to get that vote will defeat the whole thing? He scoffed that Gov. Flanders of the Federal Reserve Bank of Boston was a nonresident. "He was in Vermont running for the U. S. Senate in 1940," said Rep. Powers.

Rep. Powers was accused of being a defender of the New Haven railroad by Rep. Edmond J. Donlan, West Roxbury Democrat. He said that Rep. Powers

he fight that resulted in the defeat
egislation which sought to dissolve
Boston Railroad Holding Company
ugh which New York port interests
rolled the New England railroads
stified the port of Boston in favor
e port of New York.

e we going to oppose the C.I.O.,
A. F. of L., the banks, the insur-
companies and industry favoring
bill?" demanded Rep. Donlan.

e answer is 'Yes,'" shot back Rep.
ben Ramsdell of Winchester, one
Republican leaders of the Legis-

Banks Own Property

no secret that the banks own
said Rep. Patrick J. McDonough,
Boston Democrat, favoring the
ter it had been charged that the
owned property along Atlantic
"They own land all over the
," he said. "But if a wrong
uthority is set up there is noth-
stop us from abolishing the Port
ity next year before it has a
to spend the $15,000,000," he

porting the bill, Rep. John W.
n, Belmont Republican, told
use that "If the Legislature had
the advice of former Mayor
F. Fitzgerald 25 years ago when
ded for the development of the
f Boston, we would have the
t seaport in the entire world."
use chairman of the committee
e administration that inspected
rk, Philadelphia and Baltimore
Rep. Fred A. Hutchinson, Lynn
can, told the House that facili-
e were "terrible" and urged the
0,000 bond issue.

er member of the committee,
hn R. Fausey, Springfield Re-
n, urged the $15,000,000, explain-
This affects the welfare of
usetts as well as Boston. As
ador Kennedy told us in New
This is the last chance we have
worth-while authority, and if
not get it, we might just as
e up as far as the development
achusetts is concerned,'" the
d member said.

ormer chairman of the ways
ns committee, Rep. Albert F.
Brookline Republican, opposed
ttuck amendment to increase
l issue from $5,000,000 to $15,-
'This is a pipe dream of the
and insurance companies which
trying to foist on us. Last year
ers turned it down as a safe
nt. Then why did they want
to go into the proposition if
larned good thing to do. If
is going to increase the way
it is, why don't they take a
demanded the Brookline Re-

hattuck Defends Bill

, Rep. Shattuck pointed out
on has reduced its indebted-
e past years and demanded,
he Brookline member stop
ighways because they don't
chairmen of ways and means
periods of years, both de-
t up reputations for cutting
enditures.

nt chairman of the ways and
mittee, Rep. Roy C. Smith,
Republican, urged the House
only the $5,000,000 bond issue
ne, pointing out that since
has been a bond issue of
aiting for the construction
town piers as soon as the
re available under priority.
the banks anxious for us
s?" he asked. "Because the
the real estate on Atlantic
ned by the banks. Why
ey be interested in protecting their investments," said Chm. Smith.

Defending the measure for the entire $15,000,000 bond issue, which he had filed on petition of the Greater Boston development committee, Rep. Jordan of Revere told the House "We have men like Joe Kennedy, whose advice incidentally I would like to have on investment, and members of the Chambers of Commerce and other agencies, urging this improvement, and I think we are trying to do the right thing for Boston and for Massachusetts in taking their advice."

Rep. Albert E. Wood, Easton Republican, engaged in the shipping business, accused the house of Morgan and the Wall st. bankers of ruining the port of Boston at the turn of the century when he said the New York Central got a 99-year lease on the Boston and Albany to divert business from the hinterlands to the port of New York, and the elder Morgan formed a combine that took 125 steamers away from Boston to make New York the world's leading port, with the result that Boston dropped from 2nd to 8th place among the ports.

"You are in the hands of the railroads which provide the shipments and the railroads are in the hands of the House of Morgan," said the Easton legislator. "I think the vote against the dissolution of the Boston Railroad Holding Co. here was a mistake," he said.

That the people sponsoring the $15,000,000 port development bond issue were the very ones that paid the bulk of the taxes was the argument advanced by Rep. Ernest W. Dullea, Boston Democrat, urging an amendment for the full $15,000,000 bond issue, without any strings attached.

Seeking vainly for approval of his amendment to bar improvement along Atlantic ave. between Northern ave. and the Charlestown bridge, Rep. Charles D. Driscoll, Boston Democrat, said that the purpose of the amendment "assures us that no deals and trades will be made to assist private owners there." He said this strip included the property used by the Halifax boat, Nantasket boat, United Fruit boats and smaller vessels owned by private companies.

This measure was defeated as was the amendment of Rep. Enrico Cappucci, East Boston Democrat, who sought to provide that the money should be spent in East Boston only. He favored the $15,000,000 bond issue, and has been o[illegible] the leaders in the long fight for [illegible]ment of the port.

Rep. Daniel Ca[illegible]sfield Democrat, told the Ho[illegible]ter seeing Boston, I think I'll [illegible] up on the farm. They are throwin[illegible]way $15,000,000 just as we would thro[illegible] away $1.50 in Pittsfield," he said, adding that he opposed the Boston port development programme two years ago and none of his constituents "found any fault."

Okinawa Veteran Heard

Appearing on the Speaker's rostrum in navy uniform, ex-Rep. Jeremiah Crowley, Boston Democrat, and former ways and means committee member, said he had to apologize to his comrades for the East Boston piers when his ship docked. "But I can't influence your vote nere. I am in the navy, not politics," said the sea veteran, back from Okinawa.

15 Million Port Fund Wins House Backing

Overwhelming sentiment was expressed yesterday in House debate for an amendment by Rep. Henry L. Shattuck, Back Bay Rpublican, providing a $15,000,000 appropriation for the Port of Boston, rather than the $5,000,000 recommended by the ways and means committee. And in the long debate the Legislature was told the Port of Boston would be a $50,000,000 proposition "over the next few years."

Port Bill Amendment Passes

By voice vote, 72 to 68, the House late yesterday passed the Shattuck amendment to the Boston Port Authority bill. The House then proceeded to a roll call vote. The amendment authorizes immediate expenditure of $5,000,000, with $10,000,000 earmarked for approval by the next year's session of the Legislature.

The amendment offered by Shattuck restricted the Port Authority to expenditure of $5,000,000 up to next January, with spending of the balance, or $10,000,000, subject to approval of the 1946 Legislature. On this Shattuck emphasized to his colleagues: "The amendment cuts out the blank check and says we are willing to commit ourselves to the extent of $5,000,000."

Member after member taking part in the debate stated his intention of voting for the amendment, among them Albert E. Wood of Easton, in the shipping business many years and so considered the best-informed House

Wood characterized the thrusting of Boston far down on the list as a shipping center "the Boston Port Massacre" and charged that the Vanderbilt family and the House of Morgan had brought about this port's downfall through railroad stocy manipulations and diversion of shipping. The aim, Wood asserted, was to control all steamship services in the North Atlantic trade and to make the Port of New York greatest in the world.

Rep. John R. Fausy, Springfield Republican supporting the money-boosting amendment, said: "This measure is one on which the welfare of Boston and Massachusetts will depend for the next few years. As Ambassador Kennedy told us in New York, 'This is the last chance we have to get a worthwhile authority, and if we do not get it we might as well give up as far as development of Massachusetts is concerned.'"

It was pointed out strongly by Rep. John W. Vaughan of Belmont that Philadelphia and Baltimore, chief rivals of Boston in going after pastwor prestige, have appropriated respectively $40,000,000 and $60,000,000 for development of their ports.

This comparison also was emphasized by Rep. Stuart Rand, Boston Republican, woh added: "We're not talking about a $5,000,000 or a $15,000,000 bond issue today. We're talking about a $40,000,000 or $50.00,000 proposition, as we'll spend that amount for the Port of Boston over the next few years."

Should the Legislature vote only $5,000,000 for the Port, Rand warned, it would give Philadelphia, Baltimore and other Atlantic ports an opportunity to say, "Those legislators in Massachusetts are playing peanut politics."

Opposing the Shattuck amendment, Rep. Charles Shepard of Warren, member of the paring ways and means committee, stated: "We should be careful in appropriating money before we know who will comprise the Port Authority membership. Here we have an untried, new Authority and we don't know what they'll recommend in the way of port development."

Rep. John E. Powers, South Boston Democrat, also a ways and means member, asserted: "It will be October before the Port Authority can even sit down and talk over plans. Let them come in with a specific program next January and we'll be glad to encourage them and rush through an appropriation of $20,000,000 if they need that much."

Declaring, "We are asleep in Boston and Boston is going dead," Rep. Enrico Cappucci, Boston Democrat, offered then an amendment to increase the bond issue to $15,000,000, with a new provision that $5,000,000 each be spent in East Boston South Boston and Charlestown.

A "substantial appropriation" was urged by U. S. Sen. Saltonstall in telegrams to Senate Pres. Arthur W. Coolidge and House Speaker Frederick B. Willis before debate opened and Stearns Poor, Boston Stock Exchange president, added his endorsement. He said failure top rovide $15,000,000 would mean "abandonment of our hopes for any post-war prosperity for Boston and Massachusetts."

GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock ~~1250~~ 3540
Action Today to Achieve the Boston of Tomorrow

hairman
JAY R. BENTON
ce Chairmen
ALDEN C. BRETT
FREDERIC C. CHURCH
H. D. HODGKINSON
WILLIAM K. JACKSON
easurer
CHARLES FRANCIS ADAMS
cretary
CHARLES E. LEE

July 3, 1945

To Members of the Executive Committee:

The Massachusetts House of Representatives is voting on the Port Authority Bill this morning and afternoon, making certain changes and amendments.

A special meeting of our Executive Committee will be held next Thursday morning, July 5 at 10:30, in Room 1024, 80 Federal Street, to consider these changes and amendments and take such action and make such statements as is decided upon by the Committee after we have considered them.

Your prompt attendance is requested.

Yours very truly,

Jay R. Benton
D
Chairman,
Greater Boston Development Committee

JRB:R

2—Boston American, July 5

Passage of 15 Million Port Bill Predicted

Swift passage of the $15,000,000 Port of Boston appropriation by the Senate Monday was predicted today, with proponents of the bill announcing that nearly 200 of the 312 boards of selectmen in Massachusetts have unanimously endorsed the measure.

Daniel Tyler, Jr., president of the Massachusetts Selectmen's Ass'n, in a special appeal to the selectmen, urged them to follow through by getting in touch with their Senators and Representatives during the legislative recess, which ends Monday.

In his letter to the selectmen, Tyler stated:

"I have not had even one negative answer to my request for the support of this bill. I think you will agree with me that almost 200, out of a possible 312, written replies in favor, with none in opposition, shows that Massachusetts selectmen are fully awake to this great state-wide need."

Furthering their plans to assure passage of the bill, a meeting of the executive committee of the Greater Boston Developing Committee will be held today at the Federal st. headquarters of the organization, Jay R. Benton, chairman of the committee and president of the Boston Mutual Life Insurance Co., announced.

From another source came endorsement of the bill when Russell T. Fisher, president of the National Ass'n of Cotton Manufacturers of Boston, declared the Port of Boston bill would be of outstanding benefit to the cotton industry throughout New England.

"The new Port Authority bill," isher said, "with provision for uilding new piers, can help give s encouragement by providing dequate facilities and restore not omething new but what we had or eight years prior to 1940—amely, direct water service with wer than all-rail rates on many housands of bales of raw cotton nually from Gulf territory for r mills in New England."

THE BOSTON DAILY RECORD
Thursday, July 5, 1945—Page 11

See Senate OK Port Bill

Expressing confidence that the $15,000,000 Port of Boston bill will have a swift passage through the Senate next Monday, proponents of the bill announced yesterday that nearly 200 of the 312 boards of selectmen in Massachusetts have unanimously endorsed the bill. The selectmen who have already expressed their approval received special delivery letters yesterday from Daniel Tyler, Jr., president of the Mass. Selectmen's Ass'n, urging them to "follow through" by getting in touch with their Senators and Representatives in the State Legislature during the legislative recess, which will continue until Monday.

NEED IS SEEN

In his letter to the selectmen, Tyler stated:

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DIRECT SERVICE

From another source came endorsement of the bill yesterday when Russell T. Fisher, president of the National Ass'n of Cotton Manufacturers of Boston, declared the Port of Boston bill would be of outstanding benefit to the cotton industry throughout New England.

"The new Port Authority bill," Fisher said, "with provision for building new piers, can help give us encouragement by providing adequate facilities and restore not something new but what we had for eight years prior to 1940—namely, direct water service with lower than all-rail rates on many thousands of bales of raw cotton annually from Gulf territory for our mills in New England."

Senate Urged to Speed $15,000,000 Port Bill

Calling the House passage of the $15,000,000 Port of Boston bill "a hopeful step forward," the executive committee of the Greater Boston Development Committee today urged Senate adoption of the measure designed to place Boston in the forefront of American shipping ports.

The group, summoned into emergency session by Chairman Jay R. Benton, discussed plans to meet with individual legislators and outline the committee's stand on the important legislation.

The labor representative on the committee, John L. DelMonte, president of Boston Central Labor Union, declared labor "is wholeheartedly in favor of this bill and those representatives who voted against it should be told that labor will be helped by the port improvements."

The bill, amended by Rep. Henry L. Shattuck of Back Bay to limit expenditures to $5,000,000 between now and January, will be taken under consdieration by the Senate Monday. Shattuck's amendment provided that the Port Authority must obtain approval of the legislature to spend the $10,000,000 balance.

In a formal statement, the Development Committee declared:

"The bill, embodying the Shattuck amendment, is a hopeful step forward.

"This compromise has one inherent weakness and that is the time element. If we are to meet competition with other ports and take our place in world trade, the Port Authority must be free to act quickly.

"Let us hope that delays will not work to the detriment of the Port. Let us have faith in our Port. Let us back the men who are to run it.

"Let us make sure that they do a sound, constructive job. The Senate should accept the House amendment and both branches should enact the bill promptly."

Participating in the extraordinary session in addition to Benton and DelMonte were: Frederic C. Church, chairman of the Port Committee; Daniel Bloomfield of the Retail Board of Trade; Melville D. Liming, Chamber of Commerce manager; Charles F. Adams, treasurer of the Port Committee; Andrew F. Lane and Nicholas E. Peterson, co-authors of the Port of Boston Authority bill.

Harold D. Hodgkinson, Francis W. Hatch and Alden C. Brett, members of the port committee; Charles E. Lee, civic bureau manager, Chamber of Commerce; Robert S. Wayland, Boston Real Estate Exchange president, and former Senate President Jarvis Hunt, representing Associated Industries of Massachusetts.

The committee also expressed satisfaction at the support given the Port Authority measure by 200 Massachusetts boards of selectmen according to an announcement by the Massachusetts Selectmen's Ass'n.

Tyler said none of the boards were in opposition. He said he urged them to take an active part by getting in touch with their senators and representatives before Senate debate begins Monday.

Representatives Vote For Prosperity

MEMBERS of the House of Representatives who saved the $15,000,000 Port of Boston Bill by voting for the Shattuck Amendment deserve praise.

They have paved the way for enduring prosperity throughout Massachusetts.

They have protected the essential industries of the Commonwealth.

They have preserved the employment of millions of persons.

They have proved worthy of the responsibilities entrusted to them by the electorate.

Their good example should be followed by the entire membership of the Senate and, later, by all the Representatives who mistakenly opposed the Shattuck Amendment.

Boston is a seaport city.

Massachusetts is a seaport State.

New England is a seaport section.

Every person, every mill and factory, every community is dependent on the port.

When it grows we all grow.

When it lags we all lag.

FIFTEEN MILLION DOLLARS IS NOT TOO LARGE A SUM TO SPEND FOR THE REHABILITATION OF SUCH A PRICELESS ASSET.

Certainly not when New York, Boston's major competitor, is investing MORE THAN SIXTY-FIVE TIMES THAT AMOUNT IN HER HARBOR.

Rep. Stuart C. Rand was right when he told his fellow law-makers that:

"Actually, we are not talking about a $15,000,000 proposition or a $5,000,000 one.

"If we cut down this conservative request, we will put arguments into the mouth of every opponent of the Port of Boston.

"All over the nation they will say that we are playing peanut politics.

"The Shattuck Amendment says to the people of the country that the State of Massachusetts has confidence in its port, and has given the people running the port the MINIMUM appropriation asked for."

As a matter of fact, the $15,000,000 Port Bill is the most important legislation on Beacon Hill in fifty years.

It will determine whether we are to move ahead or to drop backward for the rest of our lives.

The outstanding men of labor, business and industry know this, and for that reason, they gave the bill their full support.

Unfortunately, some Representatives do not know it, and they consequently played politics at the expense of their constituents' jobs and incomes.

Let us hope that there will be no repetition of this shameful shortsightedness and that the FIFTEEN-MILLION-DOLLAR appropriation will be approved by both the House and Senate with the speed and unanimity it so obviously merits.

THE BOSTON DAILY GLOBE—THURSDAY, JULY 5, 1945

Lack of Piers Seen Threat to Wool Trade

Cotton Men Also Join Protest on Cut in Port Bill

A warning that without proper port facilities Boston, long the largest wool center in the country, could lose the industry in a single year was made yesterday by a leader of the wool trade. A spokesman for the cotton manufacturers declared New England's cotton mills are already jeopardized by the lack of piers in Boston. Each urged the passage of the $15,000,000 Port of Boston appropriation pending before the Legislature.

In Washington, Congressman John W. MacCormack of South Boston, ouse majority leader, indorsed the assage of the appropriation in full, ithout the $10,000,000 cut pro- sed by the Ways and Means Com- ittee. In a telegram to Jay R. nton, chairman of the Greater ston Development Committee, the ngressman said: "It is my opinion t passage of the appropriation of .000,000 is a wise step for the gislature to take for the benefit Boston and Massachusetts. If you ir you have my permission to ke my position on this bill known the public."

PORT Page 9

Dropped to 60 Percent

The Port Authority Committee of the Boston Wool Trade Association, in its statement issued by Harold Bishop, declared: "This is the largest wool center in the U. S. A., catering to textile plants throughout the nation. Thirty years ago wool coming into the U. S. A arrived chiefly through Boston, but just prior to the outbreak of World War II it had dropped to 60 percent Owing to inadequate facilities at this port less than 1 percent has been landed in Boston from steamers during the war.

"In one year's time Boston could lose this industry which handles a commodity valued at approximately $250,000,000. It will lose it if proper facilities are not available to carry on in a modern way."

Russell T. Fisher, president of the National Association of Cotton Manufacturers, said: "Our cotton mills, although still one of New England's leading industries, have severe southern competition and are fighting for their very existence, not only for themselves but for jobs for the mill workers, and need all the encouragement they can get from a transportation standpoint.

"The new Port Authority Bill with provision for building new piers can help by giving us what we had for eight years prior to 1940, namely direct water service with lower than all-rail rates on many thousands of bales of raw cotton from Gulf territory to our mills in Massachusetts, New Hampshire, Maine, Rhode Island and Connecticut."

John Q. Birmingham, chairman of the stevedoring committee, Boston Conference of Steamship Operators and Contracting Stevedores, supported the full $15,000,000 appropriation, saying present facilities will not "permit the quick dispatch of vessels necessary to attract cargoes to Boston."

DAILY RECORD Thursday, July 5, 1945—

See Senate OK Port Bill

Expressing confidence that the $15,000,000 Port of Boston bill will have a swift passage through the Senate next Monday, proponents of the bill announced yesterday that nearly 200 of the 312 boards of selectmen in Massachusetts have unanimously endorsed the bill. The selectmen who have already expressed their approval received special delivery letters yesterday from Daniel Tyler, Jr., president of the Mass. Selectmen's Ass'n, urging them to "follow through" by getting in touch with their Senators and Representatives in the State Legislature during the legislative recess, which will continue until Monday.

NEED IS SEEN

In his letter to the selectmen, Tyler stated:

"I have not had even one negative answer to my request for the support of this bill. I think you will agree with me that almost 200, out of a possible 312, written replies in favor, with none in opposition, shows that Massachusetts selectmen are fully awake to this great state-wide need."

Furthering their plans to assure passage of the bill, a meeting of the executive committee of the Greater Boston Developing Committee will be held today at the Federal st. headquarters of the organization, Jay R. Benton, chairman of the committee and president of the Boston Mutual Life Insurance Co., announced.

DIRECT SERVICE

From another source came endorsement of the bill yesterday when Russell T. Fisher, president of the National Ass'n of Cotton Manufacturers of Boston, declared the Port of Boston bill would be of outstanding benefit to the cotton industry throughout New England.

"The new Port Authority bill," Fisher said, "with provision for building new piers, can help give us encouragement by providing adequate facilities and restore not something new but what we had for eight years prior to 1940—namely, direct water service with lower than all-rail rates on many thousands of bales of raw cotton annually from Gulf territory for our mills in New England."

Representatives Vote For Prosperity

MEMBERS of the House of Representatives who saved the $15,000,000 Port of Boston Bill by voting for the Shattuck Amendment deserve praise.

They have paved the way for enduring prosperity throughout Massachusetts.

They have protected the essential industries of the Commonwealth.

They have preserved the employment of millions of persons.

They have proved worthy of the responsibilities entrusted to them by the electorate.

Their good example should be followed by the entire membership of the Senate and, later, by all the Representatives who mistakenly opposed the Shattuck Amendment.

Boston is a seaport city.

Massachusetts is a seaport State.

New England is a seaport section.

Every person, every mill and factory, every community is dependent on the port.

When it grows we all grow.

When it lags we all lag.

FIFTEEN MILLION DOLLARS IS NOT TOO LARGE A SUM TO SPEND FOR THE REHABILITATION OF SUCH A PRICELESS ASSET.

Certainly not when New York, Boston's major competitor, is investing MORE THAN SIXTY-FIVE TIMES THAT AMOUNT IN HER HARBOR.

Rep. Stuart C. Rand was right when he told his fellow law-makers that:

"Actually, we are not talking about a $15,000,000 proposition or a $5,000,000 one.

"If we cut down this conservative request, we will put arguments into the mouth of every opponent of the Port of Boston.

"All over the nation they will say that we are playing peanut politics.

"The Shattuck Amendment says to the people of the country that the State of Massachusetts has confidence in its port, and has given the people running the port the MINIMUM appropriation asked for."

As a matter of fact, the $15,000,000 Port Bill is the most important legislation on Beacon Hill in fifty years.

It will determine whether we are to move ahead or to drop backward for the rest of our lives.

The outstanding men of labor, business and industry know this, and for that reason, they gave the bill their full support.

Unfortunately, some Representatives do not know it, and they consequently played politics at the expense of their constituents' jobs and incomes.

Let us hope that there will be no repetition of this shameful shortsightedness and that the FIFTEEN-MILLION-DOLLAR appropriation will be approved by both the House and Senate with the speed and unanimity it so obviously merits.

SENATE MUST SAVE PORT

IMMEDIATE development of the Port of Boston with an appropriation of AT LEAST FIFTEEN MILLION DOLLARS is so essential to the city and State that it is almost impossible to understand why any member of the House of Representatives could oppose it honestly or honorably.

We are a seaport, no matter whether we live in Boston or in the Berkshires.

The fact that we are located on the edge of the Atlantic ocean is the one thing that distinguishes us from the geographically handicapped areas of the Middle West and South.

All we have we owe to the port.

All we can expect ever to have we shall owe to the port.

It is the FOUNDATION of our economy and the HEART of our prosperity.

It is the only thing that will preserve us as a great city, State and section.

All responsible leaders of labor, business, industry and education know this.

For that reason they risked attack and abuse, and did their utmost to save the port.

Very fortunately one hundred and sixteen members of the House of Representatives know it, too.

They consequently gave an inspiring demonstration of statesmanship and voted for the Shattuck Amendment which saved the Port Bill.

WE HOPE THAT the 87 members who lacked their good judgment and consequently voted against the measure will not repeat their tragic mistake when the bill is presented for enactment.

To do so would be to jeopardize the jobs and incomes of millions of persons; to make taxes even more burdensome, and to doom Massachusetts to another period of depression and stagnation.

It would be a great forward step in the direction of postwar recovery and enduring prosperity if the members of the Senate approved the $15,000,000 appropriation unanimously.

It would be an invitation to shippers all over the world to send their cargoes into Boston.

It would be a proclamation to the nation that MASSACHUSETTS IS RETURNING TO LIFE.

It would be the very best thing the lawmakers could do for the heroic lads who are returning from the battle fronts, confident that they will not have to look in vain for employment, as so many of their fathers did after the first World War.

REP. ERNEST W. DULLEA, prominent Democrat, was right when he warned against "putting out nickels and dimes" and said.

"A refusal to vote for the essential $15,000,000 appropriation is almost like telling the rest of the country that Massachusetts lacks confidence in her own future."

Rep. Stuart C. Rand, distinguished Republican, was equally right when he declared:

"The Port of Boston has more antagonists in the United States than friends. Our competitors do not hesitate to appropriate nearly a billion dollars.

"We must think in terms of an eventual expenditure of $50,000,000 to $60,000,000.

"The very life blood of Massachusetts is dependent upon the flow of commerce through the Port of Boston.

"We cannot stop that flow without committing suicide."

The eyes and hopes of the entire Commonwealth are directed toward the Senate.

Let statesmanship prevail in that great democratic body.

Let its deliberation and verdict be such that prosperity will endure in Boston and throughout Massachusetts.

End the War VICTORIOUSLY
Make the Peace PERMANENTLY
Bring Our Boys Home PROMPTLY

Boston American, July 5—3

Hub Air Terminal For 2 Ocean Lines

Boston air transportation history was made today with authorization being granted by the Civil Aeronautics Board to two major airlines to operate transportation routes over the North Atlantic with this city as a terminal.

Under the authorization, Transcontinental and Western Air, Inc., and American Export Lines, Inc., are permitted to operate between Boston and Europe.

At the same time the Board approved acquisition of American Export Lines by the American Airlines, Inc., and combination of the two lines into one air transport system.

The Washington announcement was hailed by Mayor Kerrigan as a "further step in making Boston the Hub of the Air Universe."

"We are vitally interested in the aviation of tomorrow because its future and success is tied in directly with Boston's future," the mayor said.

"This good news is another step in the development of the Port of Boston and all should join in a cooperative effort to maintain this progress. Let us assure continued development of our city by adopting the slogan: 'Buy, sell and ship via Boston.' "

Jay Benton, chairman of the Greater Boston Port Development Committee, also expressed gratification at the news.

"We are beginning now to make real progress in insuring the future business prosperity of Boston and Massachusetts," he said.

"Let us hope now the Legislature will endorse the federal government's designation of Boston as a major American port by enacting the $15,000,000 Port of Boston bill. Our committee is greatly encouraged by this important federal decision."

(Port story on Page 4.)

American Export Lines had been operating transatlantic service between New York and Foynes, Eire, and Lisbon, Portugal, under a temporary certificate.

The American Export flights are expected to be made with 44-passenger Constellation and 125-passenger Constitution transports and delivery of some of these planes was anticipated for next spring.

The new authorization will permit the combined lines to operate from Boston to Iceland, Norway, Sweden, Finland and the Soviet Union by way of Labrador and to Eire, Scotland, England, Holland, Denmark, Germany and the Soviet Union by way of the Azores.

As the United States terminal for the service, Boston becomes an important link for air transport between all the large cities of the North American continent with those of Europe.

In a joint statement, Ralph S. Damon, president of American Airlines, and Sumner Sewall, president of American Export, declared:

"We view the permission to combine the experience and operating ability of our lines as an opportunity to render a completely new and higher standard of public service in the field of air transportation.

"Combining these two experienced companies will have beneficial effect upon those who travel abroad by air to and from points within the United States. The services presently rendered will be substantially increased just as soon as world conditions permit."

Pan-American Airways, Inc., which was the only air carrier which previously had permanent authorization for transatlantic flying service was included in the new CAB order.

In addition to Boston, the order authorizing the combined American Export and American Airline service to Europe designated Philadelphia, Washington, New York, Detroit and Chicago as other cities from which its transatlantic flights could originate.

BOSTON TRAVELER, THURSDAY, JULY 5, 1945

Port Group Renews Drive For Measure

The $15,000,000 Boston Port Authority bill was referred to the Massachusetts Senate ways and means committee today, and at the same time the Greater Boston Development Committee, at an extraordinary session, made further plans for throwing weight behind the project.

HOUSE DRIVE READY

At its meeting, the executive board of the development group voted to prepare a formal statement to be submitted to the senators asking them to pass the port bill with provision for the $15,000,000 bond issue.

The executive board also voted **to contact the 87 members of the House who opposed the bill at Tuesday's balloting, when it was approved, 116 to 87, and sent to the Senate.**

Some of the 87 opposition votes in the House are needed for approval of the bond issue, which requires a two-thirds vote to carry.

Today's statement by the development committee, issued on behalf of the group by Jap R. Benton, chairman, said:

"The bill embodying the Shattuck amendment is a hopeful step forward.

"Under this bill, a $15,000,000 bond issue is authorized. Five million dollars can be spent with the approval of the Governor and Council The remaining $10,000,000 must be authorized by next year's legislature.

"This compromise has one inherent weakness and that is the time element. If we are to meet competition with other ports and take our place in world trade, the Port Authority must be free to act quickly.

"Let us hope that delays will not work to the detriment of the port. Let us have faith in our port. Let us back the men who are to run it. Let us make sure that they do a sound, constructive job. The Senate should accept the House amendent and both branches should enact the bill promptly."

New strength is to be thrown into the fight for the full amount suggested for the appropriation. John L. Del Monte, president of the Boston Central Labor Union and a member of the executive board of the development committee, said he was preparing to get in touch with labor leaders throughout the state, asking their support. He said he was proposing that representatives of labor talk with the 87 state representatives who voted against the bill Tuesday, to point out to them the factors at stake, including jobs.

During discussion, members of the executive board expressed the opinion that a check on the spending of the $15,000,000 would be necessary, but pointed out that there should not be restrictions which would delay, in future months, the construction of piers and other needed facilities.

Want Prompt Vote on Port

The executive committee of the Greater Boston Development committee today indorsed the Boston Port $15,000,000 bill with amendment and urged its passage.

This business men's committee fears that the strings tied to the money by the Legislature will delay port development but wants prompt action on the amended bill anyhow.

During its discussion of the bill, the committee heard Andrew F. Lane, general manager of the present Boston Port Authority, announce that several steamship companies have already indicated they are prepared to lease new piers which will be built with the $15,000,000 fund contemplated under the legislation.

THE CHRISTIAN SCIENCE MONITOR, BOSTON, THURSDAY, JULY 5, 1945

Hub Port Bill Prodded;

New England: Speed Urged on Boston Port Bill

Swift passage by the Massachusetts Senate of the House-approved bill providing $15,000,000 for Boston port development was urged today by the Executive Committee of the Greater Boston Development Committee at an emergency meeting. [Page 2.]

Bay State Senate Urged To Speed Boston Port Bill

By John Bond

Staff Writer of The Christian Science Monitor

Swift Senate passage of the House-approved bill providing $15,000,000 for Boston port development was urged today by the Executive Committee of the Greater Boston Development Committee at an emergency meeting.

The group hailed as a "hopeful step" the House action on Tuesday when an amendment submitted by Representative Henry L. Shattuck (R) of Boston was approved. This amendment restored to $15,000,000 the amount available for port development, after the House Committee on Ways and Means had reduced it to $5,000,000.

"Under this bill a $15,000,000 bond issue is authorized," the committee explained. "Five million dollars can be spent with the approval of the Governor and Council. The remaining $10,000,000 must be authorized by the next year's Legislature.

"This compromise has one inherent weakness and that is the time element. If we are to meet competition with other ports and take our place in world trade the Port Authority must be free to act quickly. Let us hope that delays will not work to the detriment of the port. Let us have faith in our port. Let us back the men who are to run it. Let us make sure that they do a sound, constructive job.

"The Senate should accept the House amendment and both branches should enact the bill promptly."

Senate action may be taken next Monday, when the Legislature returns to work after the long "Fourth of July week end."

Last Tuesday's 116-87 House vote approving the Shattuck amendment was actually eight votes short of the two-thirds majority required when the bond issue measure reaches the enactment stage. Proponents were confident that sufficient votes for enactment can be mustered when the bill returns from the Senate. Most observers expect the Senate to pass the measure quickly.

Meanwhile, support for the full $$15,000,000 appropriation for the proposed Port Authority continued to come from Massachusetts business and political leaders.

Representative John W. McCormack, House majority floor leader, in a telegram to Jay R. Benton, Chairman of the Greater Boston Development Committee, termed the House action a "wise step for the Legislature to take for the benefit of Boston and Massachusetts."

Russell T. Fisher, President of the National Association of Cotton Manufacturers, in a statement on the port authority bill, said that the legislation would encourage the textile industry of New England in its fight against southern competition.

"Our cotton mills, although still one of New England's leading industries, have severe southern competition and are fighting for their very existence, not only for themselves but for jobs for the mill workers and need all the encouragement they can get from a transportation standpoint," the Cotton Manufacturers spokesman said.

"The new port authority bill with provision for building new piers can help by giving us what we had for eight years prior to 1940, namely direct water service with lower than all-rail rates on many thousands of bales of raw cotton from Gulf territory to our mills in Massachusetts, New Hampshire, Maine, Rhode Island, and Connecticut."

Although most of the Commonwealth's business leaders appear to be fully behind the port bill there are many who believe that the building of piers and the appropriation of large sums will not of themselves guarantee a thriving port.

Representative Albert E. Wood (R) of Easton, a former treasurer of the Furness-Bermuda Lines told the House on Tuesday that "there is no magic formula that will bring export tonnage in quantity to the Port of Boston unless the railroads who gather it in the hinterlands choose to give it to Boston.

"New Yorkers are not famous for surrendering business they have gained over a long period of time to those that formerly had it. The port of New York has 13 railroads bringing cargo to its docks. . . . It is my feeling that the big question to be considered by this Legislature is whether the flow of cargo can be directed to the Port of Boston before millions are spent for construction."

T R. DEARDEN, 3RD, PRESIDENT
ARD R. SNYDER, VICE-PRESIDENT
AM D. ELTON, VICE-PRESIDENT
THY W. DEALY, VICE-PRESIDENT

NEW YORK CITY OFFICE
H. E. HANES, MANAGER
6 CHURCH STREET

ATLANTA OFFICE
T. W. DEALY, MANAGER
59 HOWELL PLACE, S. W

The
United States Review
PUBLISHING COMPANY

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PHILADELPHIA—5
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UNITED STATES RE
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PENNSYLVANIA INSU
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BALTIMORE UNDERW

THE INSURANCE I

SEVENTY-SEVENTH

July 5
1945

Mr. J. R. Benton, President
Boston Mutual Life Ins. Co.
160 Congress Street
Boston, Massachusetts

Dear Mr. Benton:

We are happy to have the photograph of the presentation of the silver punch bowl to Superintendent White.

We shall use the picture in a good position in our issue of next week.

Cordially,

William D. Elton

William D. Elton

WDE:JTD

Thursday. July 5th 1945

Up early again and up to Sam's for the morning papers. This was at 6.15 Breakfast on the front porch. Orange juice - Corn flakes - Fried eggs & Bacon - Cream of Tartar Biscuits - Iced Coffee. Another pile of "Life's" into Red Cross - to the Square with Frances - Subway - Office - at 10.30 over to the Chamber of Commerce Building to a session with the Executive Committee on the Port Bill. Quite a long and important session - Back to the office and out to lunch at 1 with Everett Lane and to Patten's on Court St. Jellied Consommé - Cold Luncheon Loaf, Potato Salad - Sliced Tomatoes. Johnny Cake, Banana. to Iver Johnson's - for 2 Boxes of flash Bulbs. Back to the office. Real Estate Committee meeting. Work to 4.45 then with Moody & Manchield to Allston. Then Home. Front Porch - girls out Frances Cooking. Peter had Miss Joan Sheldon to supper Pot Roast Shortcake.

Asparagus. Green Peas. Escalloped Tomatoes. Bananas & Peaches.

Friday. July 6th 1946
Up early again and up to Sams for the morning papers at 6.20 - at 7.30 up and out to see Louis, the Gardener and to show him where to plant the shrubs and plants I bought from Reynold's Farms - South Norwalk, CONN. Breakfast at 8-30 on the front porch - orange juice - corn flakes - Broiled Mackerel. toast - Iced coffee. Another large pile of "Life's" taken into Boston Red Cross. to the Square with Frances. Subway - office Ned Mansfield started on his vacation this morning - Work - out to lunch at 12.30 with Everett Lane - to the Cafe Royale in the Hotel Touraine - Baked Stuffed Devilled Lobster - Green Salad. Roll. Iced Coffee - Blueberries & Cream. to Jordan's - Procured the enlargement of Nicholas and left a 130 film to be developed. Very hot & humid. Back to the office - Work - at 4.30 Thundershowers - heavy rain. Over at 5 - Home all the way on the cars with Leo Leary. Up to his place

Starts Hub-London Flights Next Spring

To Boston yesterday came the dawn of a new era, with announcement by Sumner Sewall, president of American Export Airlines, that by next spring his organization will open a transatlantic flight schedule to London, with this city as a terminal and using 44 and 125-passenger planes. His history-making announcement closely followed authorization yesterday by the Civil Aeronautics Board to American Export Airlines and Transcontinental and Western Air, Inc., to operate transportation routes over the North Atlantic. This authorization, it was stated, inaugurated a new policy in international air traffic, approved by President Truman.

The CAB also approved acquisition of American Export by American Airlines, Inc., enabling the two lines to merge into one air transport system. Sewall said he plans to use Lockheed Constellation and Constitution transport planes in the service and when this new equipment is available, it should be possible to make five trips a day to Europe.

22 CAN SLEEP

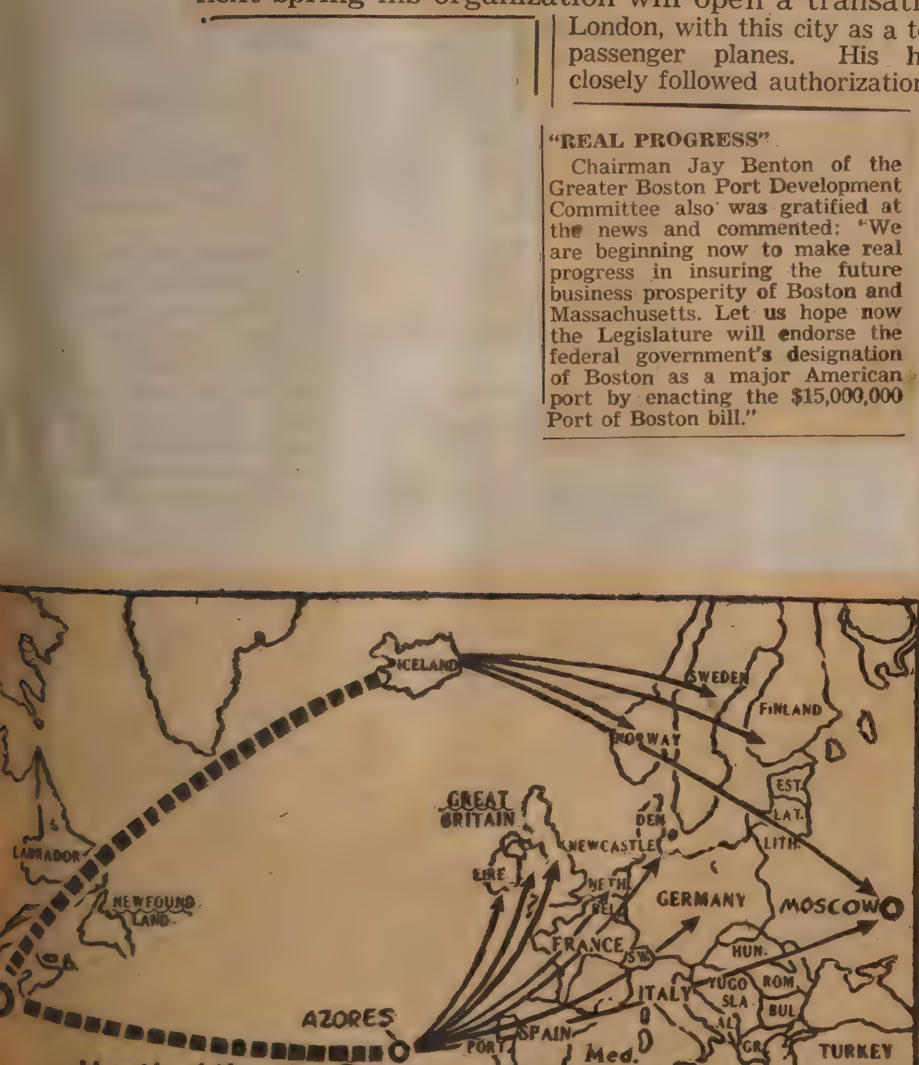
The Constellation carries up to 44 passengers as a day transport and 22 as a sleeper; the Constitution 125 day passengers and 60 sleepers. Flying time with the Constellation is estimated at 15 hours and with the larger Constitution 11 hours. Under a temporary certificate, American Export has been operating transatlantic service between New York and Foynes, Eire, and Lisbon, Portugal.

Under the new authorization, the combined lines may operate from Boston to Iceland, Norway, Sweden, Finland and the Soviet Union, via Labrador—and to Eire, Scotland, England, Holland, Denmark, Germany and Russia via the Azores.

Mayor Kerrigan, hailing the Washington announcement as "a further step in making Boston the hub of the air universe," added: "We are vitally interested in the aviation of tomorrow because its future and success are tied in directly with Boston's future. All of us should join in a co-operative effort to maintain this progress."

"REAL PROGRESS"

Chairman Jay Benton of the Greater Boston Port Development Committee also was gratified at the news and commented: "We are beginning now to make real progress in insuring the future business prosperity of Boston and Massachusetts. Let us hope now the Legislature will endorse the federal government's designation of Boston as a major American port by enacting the $15,000,000 Port of Boston bill."



NTIC FLIGHT SCHEDULES FROM BOSTON TO 16 EUROPEAN COUNTRIES WHICH GO INTO OPERATION NEXT SPRING. 11-HOUR FLIGHT TIME SEEN

THE BOSTON DAILY RECORD
Page 14—Friday, July 6, 1945

Sen. Haley Regrets Port Bill's 'Strings'

Unexpectedly powerful support and endorsement of the $15,000,000 Port of Boston Authority bill, which goes before the Senate next Monday, developed yesterday when Sen. Cornelius F. Haley of Rowley, senior member of the Senate, declared he would have preferred a House vote on the measure "with no strings attached."

At the same time the Senate began official action by referring the bill to the ways and means committee, and at an emergency session of the Greater Boston Development Committee the labor representative declared labor was wholehkeartedly" in favor of the bill."

CITES PROPOSAL

In his endorsement of the bill Sen. Haley said: "The committee on state administration, which considered the Port Authority bill before the ways and means committee did, unanimously recommended a bond issue of $15,000,000, with no strings attached."

By "strings," Sen. Haley explained, he referred to the amendment which limits the spending to $5,000,000 during the present legislative term.

"The committee visited New York, Philadelphia and Baltimore and studied port facilities and setups in these cities," Sen. Haley continued. "We can't compete with New York, but we can with Philadelphia and Baltimore, our nearest competitors. Even the city of Portland, Me., is waking up to the necessity of more and better harbor facilities. The success of the Port of Boston will mean prosperity not only for Massachusetts but for all New England.

"I believe the Senate will go along with the House to vote the $15,000,000 and that when the vote on the bond issue somes up, the required two-thirds vote will be obtained."

Sen. William E. Nolen (D.) of Holyoke said:

"The new Port Authority bill will need a substantial amount of funds to work with, and I will vote for the $15,000,000 amendment. I believe the two-thirds vote in the Senate is assured."

NO DELAY ASKED

The Greater Boston Development Committee, summoned into emergency session by Chairman Jay R. Benton discussed plans to meet with individual legislators and outline the committee's stand on the important legislation.

The committee expressed the hope that the Senate should accept the House amendment, and that both branches should enact the bill promptly, with no delays to the detriment of the port.

The labor representative on the committee, John L. Del Monte, president of the Boston Central Labor Union, declared labor will be helped by port improvements, and that those representatives who voted against it should be aware of labor's endorsement.

BOSTON POST, FRIDAY, JULY 6, 1945

UTLOOK GOOD FOR PORT BILL

enate Head Praises It in Sending It to Committee

Approval of the $15,000,000 Bos-
n Port Authority bond issue by the
ate Senate when it comes up for
tion next Monday was indicated
t night when Pres. Arthur W.
idge of the Senate publicly an-
nced his support of the project to
ld piers and other waterfront fa-
ties to restore Massachusetts to its
htful place in world commerce fol-
ing the war.

COOLIDGE FAVORS BILL

hen the bill which was passed by
House by a roll call vote of 116 to
rived in the State Senate yester-
he referred it to the Senate ways
means committee for consideration
report to the Senate when it con-
Monday.

presiding officer of the upper
h of the Legislature made it plain
he does not discuss legislation
ng before committees which he has
ted because he feels it is only
o the legislators to reach their
ecisions.

you can say that I am thorough-
sympathy with the port project,
believe that an adequate bond
will be set up and made avail-
o the satisfaction of those spon-
terested in the development of
and Massachusetts."

backers have announced that they
ccept the House bill with the
k amendment providing that
00 be made available at this
but that after $5,000,000 has been
the new Port Authority must
plans to the Legislature to free
maining $10,000,000.

Expect Senate to Approve

A two-thirds vote will be necessary in both branches of the Legislature to approve the bond issue of $15,000,000, but only a majority vote would be required to free the remaining $10,000,000 next January, if the present bill passes.

Party leaders expressed the belief that the Senate would go along with the amended port bill and that its sponsors would be able to muster the two-thirds vote which will be needed in the final voting stage to enact it.

Members of the executive committee of the Greater Boston development committee, which sponsored the port development legislation, yesterday agreed to accept the amended bill. At the meeting, Andrew F. Lane, general manager of the Boston Port Authority, said that several steamship companies are prepared to sign leases of the new piers, as part of the program to make the rentals pay the entire cost of the project.

THE BOSTON HERALD, FRIDAY, JULY 6, 1945

Port Backers Rally Forces

Seek to Convert House Opponents

With the $15,000,000 Boston Port Authority bill referred yesterday to the Senate Ways and Means committee, the Greater Boston Development Committee continued to marshal strength in support of the measure. It is due to come up before the Senate next week.

The development committee's executive board voted to contact the 87 members of the House who voted against the bill on Tuesday, since some of those votes are needed to gain the two-thirds majority necessary to pass the bond issue.

John L. Del Monte, president of the Boston Central Labor Union, and a member of the development committee executive board, said he was preparing to contact labor leaders throughout the state asking their support.

Meanwhile, Daniel Tyler, Jr., president of the Massachusetts Selectmen's Association, said he had received replies from nearly 200 of the 321 boards of selectmen throughout the state unanimously indorsing the port authority bill and the bond issue.

Boston Daily Globe

FRIDAY, JULY 6, 1945

MINIATURE ALMANAC ....JULY 6

Eastern Wartime

Sun Rises..... 5:15 | High Tide... 9:06 am
" ..... 9:29 pm
Sun Sets....... 8:22 |
Length of Day 15:07 | Moon Rises. 2:41 am
Height of Tide ...9ft 4in am. 10ft 9in pm
Light Automobile Lamps at .....8:52 pm

Moon's Changes

New Moon, July 9, 9h 35m, morning, E.
1st Quarter, July 17, 3h 1m, morning, W.
Full Moon, July 24, 10h 25m, evening, E.
Last Quarter, July 31, 6h 30m, evening, W.

Quick Passage of Boston Port Bill in SenateExpected

Quick Senate passage of the amended $15,000,000 Port Development bill was predicted in Legislative circles last night as Senate Pres. Arthur W. Coolidge recommended adequate funds for the new Boston Port Authority.

Coolidge said he was thoroughly in sympathy with the port project and expressed the belief that "an adequate fund will be made available, to satisfy those interested in the development of Boston Harbor.

New England investment bankers yesterday described as "shortsighted" the House Ways and Means Committee recommendation for a $5,000,000 bond issue in the Boston Port Authority bill.

Commenting on the reduction from the original proposal for $15,000,000, Albert W. Tweedy, chairman of the New England group, Investment Bankers Association of America, stated:

"Our group believes the Port of Boston must be rehabilitated and modernized if it is to attract the commerce so necessary to our prosperity. It would indeed be shortsighted to fail to make available adequate funds for this purpose."

During an informal Senate session yesterday the House-amended bill, which now provides for the full $15,000,000, was referred to the Ways and Means Committee. The measure now permits immediate use of $5,000,000 for pier sites and plans and specifications, while the balance can be spent, only after Legislative approval of leases and construction plans.

The amended version was indorsed yesterday by the Greater Boston Development Committee's executive body, although the group expressed concern that the strings tied to the money may delay port development.

Andrew F. Lane, general manager of the present Boston Port Authority, reported that several steamship companies have indicated their desire to lease new piers to be built with the $15,000,000 fund.

Friday, July 6, 1945

BOSTON NEWS BUREAU

Friday, July 6, 1945

SENATE DEBATES PORT BILL MONDAY

The state Senate will debate Monday the House-approved Port of Boston bill which would provide a $15,000,000 appropriation for development of port facilities.

The proposal which has almost unanimous support from civic and industrial leaders throughout Massachusetts would be financed by a 15-year bond issue. Thus, it requires a two-thirds vote by both legislative branches for final enactment.

President Russell T. Fisher of the National Association of Cotton Manufacturers said that the port's expansion would aid New England cotton mills now facing severe competition from southern mills.

Fisher said that New England cotton mills "have severe southern competition and are fighting for their very existence." He said development of the port would give the six-state area's cotton textile industry "the encouragement it needs and is entitled to—namely coastwise steamship service and lower freight rates."

Jay R. Benton, chairman of the Greater Boston Development Committee, released a telegram from Emanuel W. Santoro, legislative chairman, Local 249, United Federal Workers of America (CIO), urging a $15,000,000 Port Authority bill.

Ten

The Boston Globe

Published by GLOBE NEWSPAPER COMPANY
242 Washington St. Boston 7 Mass.
(Established March 4, 1872. Evening edition first issued March 7, 1878. Sunday edition first issued Oct. 14, 1877.)

FRIDAY, JULY 6, 1945

Airport Sure: Seaport Next

A decision of the Civil Aeronautics Board in the "North Atlantic case" yesterday is a tremendous achievement for those who have been plugging for Boston to take its place in the air. (It was also a victory for free enterprise in the air.) The decision means that Boston will be a transatlantic terminal and a coterminal with other cities in lines to Europe, the Near East and India. How big a business this means will depend on the drive of those in charge of getting the new airport built.

Now let's get the port development started immediately. The legislators are serving the community ill when they try to hamstring the prominent Bostonians who are trying to get Boston its share of postwar business. Grudgingly they grant a $15,000,000 appropriation, with strings on $10,000,000 of it. As the Greater Boston Port Development Committee said, in effect, yesterday: If this is all the legislators will do, let them do that much quickly.

Every day's delay is another day that competing ports are forging ahead of Boston.

Boston American, July 6—23

15 Million Port Bill Gets More Support

While the Senate ways and means committee today prepared its report on the $15,000,000 Port of Boston Authority bill, which it will submit to the Senate Monday, additional and powerful support piled up behind the measure.

Not only was approval of the $15,000,000 bond issue forthcoming from Senate President Arthur W. Coolidge and Senator Cornelius F. Haley, senior member of the upper branch, but an organized effort was being made to marshal legislative strength for the final two-thirds majority vote required to pass the bond issue.

The Greater Boston Development Committee's executive board voted to contact the 87 House members who voted against the bill Tuesday, in an effort to gain their support in the final showdown.

Senator Coolidge said he was thoroughly in sympathy with the Port project and expressed the belief that "an adequate fund will be made available to satisfy those interested in the devlopmnt of Boston harbor."

In his endorsement of the bill Sen. Haley said: "The committee on state administration, which considered the Port Authority bill before the ways and means committee did, unanimously recommended a bond issue of $15,000,000, with no strings attached."

By "strings," Sen. Haley explained, he referred to the amendment which limits the spending to $5,000,000 during the present legislative term.

"The committee visited New York, Philadelphia and Baltimore and studied port facilities and setups in these cities," Sen. Haley continued. "We can't compete with New York, but we can with Philadelphia and Baltimore, our nearest competitors. Even the city of Portland, Me., is waking up to the necessity of more and better harbor facilities.

"I believe the Senate will go along with the House to vote the $15,000,000 and that when the vote on the bond issue comes up, the required two-thirds vote will be obtained."

Sen. William E. Nolen (D.) of Holyoke said:

"The new Port Authority bill vill need a substantial amount of unds to work with, and I will ote for the $15,000,000 amendnent. I believe the two-thirds ote in the Senate is assured."

ENCOURAGING

OFFICIAL designation of Boston as one of the nation's five terminals for North Atlantic aviation is proof that we can attain our rightful place in world commerce if we make the necessary preparations and present our case properly.

We are America's nearest city to the British Isles and the European Continent.

The airplane that stops in Boston saves time and money and offers safer and more efficient service.

But it was not until we appropriated millions for the expansion of Logan International Airport and actually began the long-neglected construction that we won recognition in Washington and elsewhere.

This knowledge should encourage and inspire the forward-looking citizens who are seeking a fifteen-million-dollar appropriation for the renovation of our woefully obsolete seaport.

To obtain the trade that belongs to us we must supplement our natural advantages with piers, docks and runways which are at least as good as those of our competitors.

20—Boston American, July 6

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
C. W. H. BURLAND, SUPT.
EXCHANGE BUILDING
CHELSEA, MASS.

June 29, 1945

Mr. J. R. Benton, Pres.,
Boston M. L. I. Co.,
Boston, Mass.

Dear Sir:-

The Malden & Chelsea Districts are holding their Annual Outing at Salem Willows on July 6th. We are eating at Chase's Restaurant, have a private dining room and the dinners are either steak or lobster.

Your presence will be enjoyed by every member of the two Districts.

Please call the Chelsea District by telephone as to whether you will have the lobster or the steak dinner, as the time is so short.

Hoping to see you at the Outing, I remain,

Very truly yours,

C W H Burland

Superintendent

CWHB/D

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
E. E. MACKAY, SUPT.
678 MASSACHUSETTS AVENUE
CAMBRIDGE, MASS.

June 19,1945

File
Received Benton
JUN 2[illegible] [illegible]45
Attended to viz:

Mr. Jay R. Benton
President
Boston Mutual Life Ins. Co.
160 Congress St.
Boston, Mass.

Dear Mr. Benton:

You are cordially invited to attend the summer outing of the combined Boston-Cambridge Districts at Salem Willows, Friday July 6, 1945.

Dinner will be served at 2 P.M. We trust you will find it convenient to attend.

Very truly yours,

E. E. Mackay
Superintendent

EEM:AM

P D 12

CITY OF BOSTON
PARK DEPARTMENT
33 BEACON STREET
BOSTON 8

July 6, 1945

Jay R. Benton, Chairman
Greater Boston Development Com.,
80 Federal street, Boston, Mass.

Dear Sir:

I have received your letter of July 2, regarding Port Authority Bill.

Please be assured, everything I can do to assist this measure by talking with the Representatives, will be a pleasure.

Very truly yours,

W. P. Long
William P. Long
Chairman

D

June 20, 1945

Mr. Edward E. Mackay, Supt.
Boston Mutual Life Ins. Co.
678 Massachusetts Avenue
Cambridge, Massachusetts

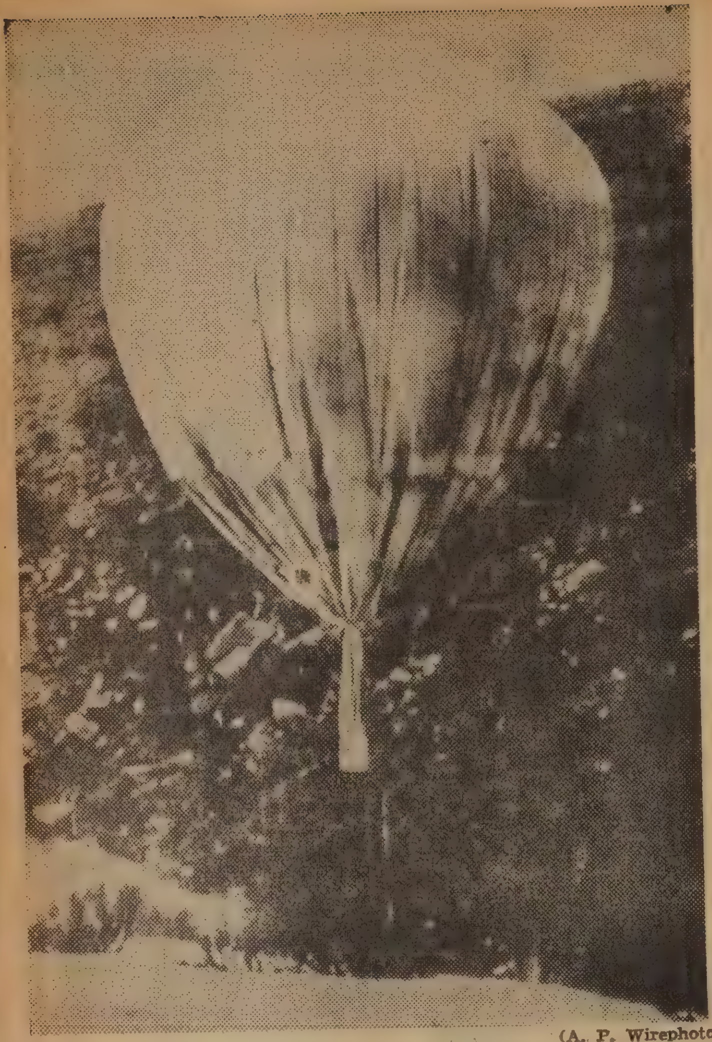
Dear Mr. Mackay:

I am going to try to attend the outing at Salem Willows on July 6th. As Mr. Mansfield will be on his vacation then, the work at the office may be heavy for me. I hope not, however, as I would like to join with Boston and Cambridge in the combined outing.

Very truly yours,

Jay R. Benton

JRB:BCC



(A. P. Wirephoto)

BOMB BALLOONS OVER AMERICA—A Jap paper bomb-carrying balloon hovers over a wooded section of North America. The paper balloons carry both anti-personnel and incendiary bombs.

to look at his prize delphinium and the garden generally. Short chat with the Keary's - then home. Dinner on the porch - Mary and Jim were out. Boiled Salmon - Egg Sauce. New Potatoes. Summer Squash. Cold Asparagus Vinaigrette - Watermelon.

Beautiful Week-End

The weatherman stated today without any reservations that pleasant and sunny weather will prevail over the week-end.

It will be a "beautiful" week-end, he said, and fine for persons planning to take short trips. Today the maximum temperature will be about 78 degrees in the Boston area and tomorrow it will not exceed 80.

In the Greater Boston area the nights will be comfortable for sleeping with a temperature of about 62 degrees.

Saturday, July 7, 1945

Slept late today. Breakfast upstairs, Orange juice - corn flakes - delicious Broiled Scrod. Worcestershire - toast - Iced Coffee - Up at 9 and with John in the car - took the Feb, Mar, April, and May diary material down to the Belmont Public Library - where the L. A. Wells Bindery will pick them up for binding - also took down a pile of "Fortune" magazines to leave for the Library. From there to Harvard Square - to the Greek's for a "Record", "PM", and the Sunday news - to Kemp's for Assorted Nuts, to Woolworths for glasses and a Penny Bank - "a Little Doe", to Lewandoes to get my neckties - cleansed - to the Big Bear for a dozen Bulkie Rolls, a loaf of dark Rye, a Bag of gum drops, a carton of Friend's Baked Beans, some limes, 2 small Batteries for the flash Camera. To Griffin's to get a Bottle of Barcardi Rum - a birthday present for Jim - Back to the house lunch on the front porch. Left at 1.15 with John, Peter, Joan Sheldon and her father - to Braves Field to see

OFFICIAL PROGRAM
10c
AND SCORE CARD

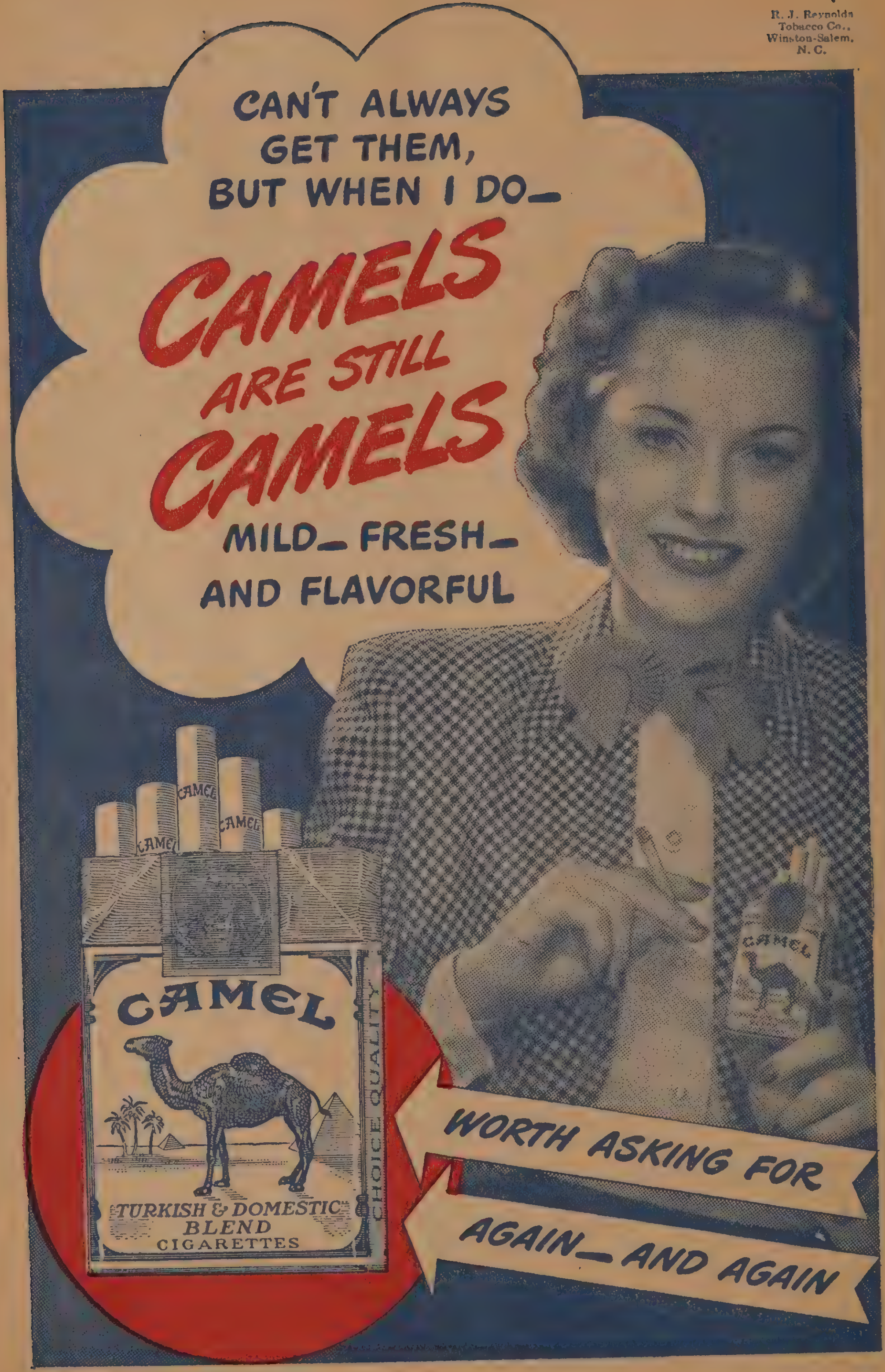
BRAVES FIELD

Boston

BRAVES

1945

R. J. Reynolds
Tobacco Co.,
Winston-Salem,
N. C.


CAN'T ALWAYS
GET THEM,
BUT WHEN I DO—
CAMELS
ARE STILL
CAMELS
MILD—FRESH—
AND FLAVORFUL
CAMEL
CAMEL
CAMEL
CAMEL
TURKISH & DOMESTIC
BLEND
CIGARETTES
CHOICE QUALITY
CAMEL
WORTH ASKING FOR
AGAIN—AND AGAIN

BUY UNITED STATES WAR BONDS AND STAMPS

SCHENLEY
Reserve
For that Bright Morning Taste!
SCHENLEY
RESERVE

SCHENLEY DISTILLERS CORP., N. Y. C. BLENDED WHISKEY: 86 PROOF — 60% GRAIN NEUTRAL SPIRITS.

★ ★ ★ BOSTON BRAVES NATIONAL DEFENSE LIST ★ ★ ★

Lawrence Clement	Army
Robert Detweiler	Army
Froilan Fernandez	Army
Wallace Fletcher	Army
Samuel Gentile	Navy
Louis Gremp	Navy
Arthur Johnson	Navy
Frank Lamanna	Army
Max Macon	Army
Raymond Martin	Army
John McCarthy	Navy
Frank McElyea	Army
Gene Patton	Army
Damon Phillips	Army
William Posedel	Navy
Albert Roberge	Army
Chester Ross	Navy
Carvel Rowell	Army
Cornelius Ryan	Navy
John Sain	Navy
Sibby Sisti	C. G.
Warren Spahn	Army
Louis Tost	Navy
James Trexler	Navy
Max West	Army
Chester Wieezorek	Army
Robert Williams	Navy
Tony York	Army

HONORABLY DISCHARGED

Thomas Earley	Navy
James Wallace	Army

BRIGGS PIPE MIXTURE

THE SMOKE
WITH A SMILE!

For a real hit...
ASK THE BOY FOR...

MURIEL

THAT PLEASING CIGAR

Great Western
SINCE 1860
GREAT WESTERN
EXTRA DRY
Great Western
EXTRA DRY
American Champagne
PLEASANT VALLEY WINE CO., RHEIMS N.Y.
"For Life's Sparkling Moments"
NEW YORK STATE CHAMPAGNE
PLEASANT VALLEY WINE CO.
RHEIMS, NEW YORK

ADVANCE TICKET SALE

Box and Reserved seats may be purchased in advance at Filene's Men's Store, Washington Street (Tel. Hub. 2195) or Braves Field, (Tel. Sta. 9600). The prices of tickets for the coming season are:

Box Seats	$1.80	Boys Grandstand (under 12 years)	.60
Reserved Grandstand	1.60	Pavilion	.95
Unreserved Grandstand	1.20	Bleachers	.60

Above prices include Federal Tax.

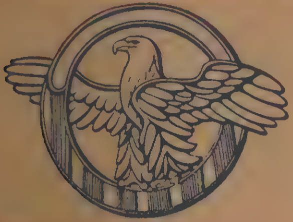
Let the STARS Guide You to...
TIP-TOP
Enriched for Better Nutrition
WARD'S TIP-TOP BREAD
Enriched for Better Nutrition
WARD'S TIP-TOP BREAD
The Loaf in the RED Star-End Wrapper
Enriched TIP-TOP is Better Bread

"BOY! MAKE MINE RUPPERT"

Famous for Flavor

Because It's S-L-O-W Aged

Copr. 1945 by JACOB RUPPERT, Brewery, New York City
RUPPERT
BEER



The honorable service emblem, pictured here, is a gold-colored insigne which marks a man or woman as having served the United States and as having been honorably discharged from one of the uniformed services.

KEEP YOUR EYE...

ON DOUGLAS STYLE - COMFORT - QUALITY

W. L. Douglas Shoes

W. L. DOUGLAS SHOE CO., BROCKTON 15, MASS., U. S. A.

*74 SUMMER STREET
276 WASHINGTON ST. (cor. Water St.)
*191 Mass Ave. *38 Hanover St.
*1464 Hancock St., in Quincy

Other Stores in Brockton—Lowell—
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*NEWEST FASHIONS IN LADY DOUGLAS SHOES,
$5.45, $4.45

INVEST IN VICTORY—BUY BONDS

Headquarters For

FINE DOMESTIC and IMPORTED CIGARS

ROBERT BURNS • ROYALIST • WEBSTER
GARCIA VEGA • WHITE OWL

"If We Have It, It Sells"

Bieringer-Hanauer Company

1744 WASHINGTON STREET, BOSTON, MASSACHUSETTS

Telephone Kenmore 1934
Established 1895

BOSTON NATIONAL LEAGUE GAMES AT HOME—1945

NEW YORK	BROOKLYN	PHILA.	PITTSBURGH	CHICAGO	ST. LOUIS	CINCINNATI
Apr. 17, 18, 19 (2); June 8, 9, 10 (2); Sept. 29, 30 (2)	Apr. 24, 25, 26; June 15, 16, 17 (2); Aug. 3, 4, 5 (2)	Apr. 27, 28, 29 (2); June 12, 13, 14; Aug. 31; Sept. 1, 2 (2)	May 9, 10, 11; July 6, 7, 8 (2); Aug. 12 (2), 13, 14	May 12, 13 (2); July 3, 4 (2), 5; Aug. 8, 9, 10, 11	May 14, 15, 16, 17; June 30, July 1 (2); Aug. 19 (2), 20, 21	May 18, 19, 20 (2); June 27, 28, 29; Aug. 15, 16, 17, 18

FOR A "TRIPLE-PLAY" IN ENJOYMENT...
Ask for
THREE FEATHERS
Reserve
First Among Fine Whiskies
THREE FEATHERS
RESERVE

HOLD THE WAR BONDS YOU BUY!...Three Feathers Distributors, Inc., N. Y. Blended Whiskey, 86 proof, 60% grain neutral spirits.

TASTE the difference tonight — FEEL the difference tomorrow
White Rock
Sparkling Mineral Water
White Rock
White Rock
White Rock
The QUALITY Mixer for Highballs, Collins' and All Tall Drinks.

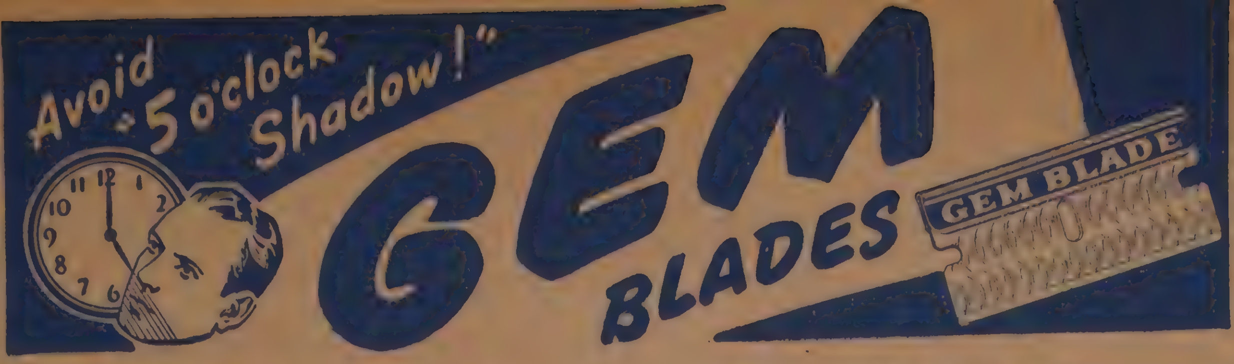
BOSTON NATIONAL LEAGUE GAMES ABROAD—1945

PHILA.	BROOKLYN	NEW YORK	PITTSBURGH	CINCINNATI	ST. LOUIS	CHICAGO
Apr. 20, 21, 22 (2); June 5*, 6, 7; Aug. 24*, 25, 26 (2)	May 1, 2, 3; June 22*, 23*, 24; July 27, 28, 29; Sept. 3 (2)	May 4, 5, 6 (2); June 19, 20*; July 31, Aug. 1*; Sept. 22, 23 (2)	May 23*, 24, 25, 26; July 21, 22 (2), 23, 24*; Sept. 13, 14	May 27 (2), 28*; July 18, 19#, 19*, 20; Sept. 15, 16 (2), 17	May 30 (2), 31*; July 15 (2), 16*, 17*; Sept. 5*, 6*, 7*, 8*	June 1, 2, 3 (2); July 12, 13, 14; Sept. 9 (2), 10, 11

* Denotes Night games
# Denotes Twilight games

Ask for
CHESTERFIELD
They Satisfy
BUY AND HOLD WAR BONDS
Chesterfield
CIGARETTES
LIGGETT & MYERS TOBACCO CO.
CHESTERFIELD

3 SAFE HITS
BUY
WAR BONDS
SAVE
SYSTEMATICALLY
FINANCE
YOUR HOME
WITH THE
MERCHANTS
CO-OPERATIVE
BANK
HENRY H. PIERCE,
President
24 SCHOOL STREET
BOSTON


Avoid "5 o'clock Shadow!"
GEM BLADES
GEM BLADE

THE BRAVES ARE ALL BLOOD DONORS. ARE YOU? — CALL KEN 9060

3 Medwick 5 Shupe 16 Nieman 23 Fette
12 Heving 17 Hutchings 18 Javery 24 Hendrickson
11 Hutchinson 28 Shemo 31 Coleman 32 Bengough 33 Bissonette

BOSTON	1	2	3	4	5	6	7	8	9	10	AB	R	H	PO	A	E
29 Ramsey Left Field																
8 Culler Shortstop																
1 Holmes Right Field																
6 Workman Third Base																
10 Masi First Base																
4 Gillenwater Center Field																
21 Hofferth Catcher																
2 Drews 7 Wietelmann Second Base																
13 M. Cooper 20 Logan 22 Tobin 25 Andrews Pitcher																

Umpires: 1 Ballanfant—2 Barr—3 Boggess—4 Conlan—5 Dunn—6 Goetz—7 Henline
8 Jorda—9 Magerkurth—10 Pinelli—11 Reardon—12 Sears—13 Stewart

USED BY ALL
MAJOR LEAGUE
UMPIRES
FOR TIMING
THE GAMES
Longines
THE WORLD'S MOST HONORED WATCH
Winner of 10 world's fair grand prizes and 28 gold medals

Ask for
CHESTERFIELD
They Satisfy
BUY AND HOLD WAR BONDS
Chesterfield CIGARETTES
LIGGETT & MYERS TOBACCO CO
CHESTERFIELD

Pleasingly
Mild!
J.A.
The Smoke Choice
of a Million Fans.
Get J. A. Cigars Now
From the Boys With
the Baskets!
Listen to Our Big Radio
Baseball Review
Yankee Network at 6:45
Sunday Night
It's a Great Cigar

ZIP YOUR LIP — SAVE A SHIP!!

4 Saltzgraver 6 Handley 7 Dahlgren 15 Waner 20 Beck 29 Roe
34 Flowers 35 Frisch 36 Davis 40 Gearhauser 41 Rescigno 45 Gables

PITTSBURGH	1	2	3	4	5	6	7	8	9	10	AB	R	H	PO	A	E
5 Coscarart Second Base																
32 Russell Left Field																
3 Gionfriddo Center Field																
23 Coleman First Base																
8 Elliott Third Base																
18 Barrett Right Field																
16 Gustine 17 Barnhart Shortstop																
1 Salkeld 12 Lopez Catcher																
19 Butcher 30 Sewell 22 Strincevich 27 Cuccurullo Pitcher																

Information as to Postponed Games, Broadcast Daily at 12:59 p. m. by WNAC

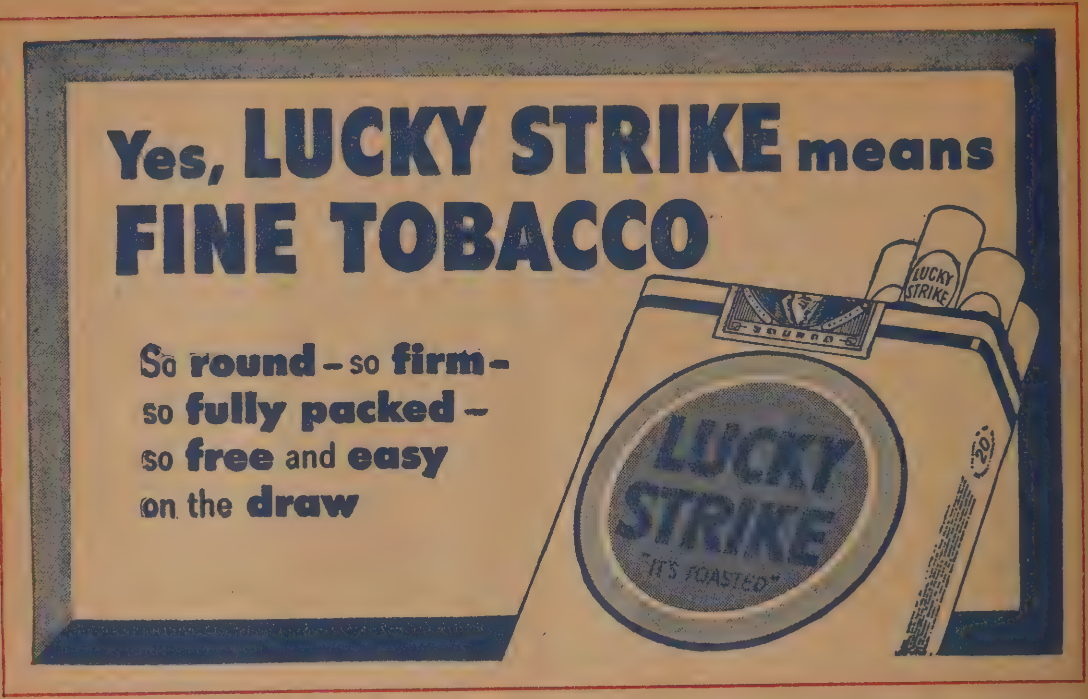
Old Gold CIGARETTES

Apple "Honey" helps guard
OLD GOLD
against Cigarette Dryness

For
Sparkling
Out Loud!

CLUB SODA
CANADA DRY WATER

You can't beat a drink mixed with Canada Dry Water. "PIN-POINT CARBONATION" keeps it full of life ... to the last sip.
WORLD FAMOUS
CANADA
DRY
WATER


Yes, LUCKY STRIKE means FINE TOBACCO

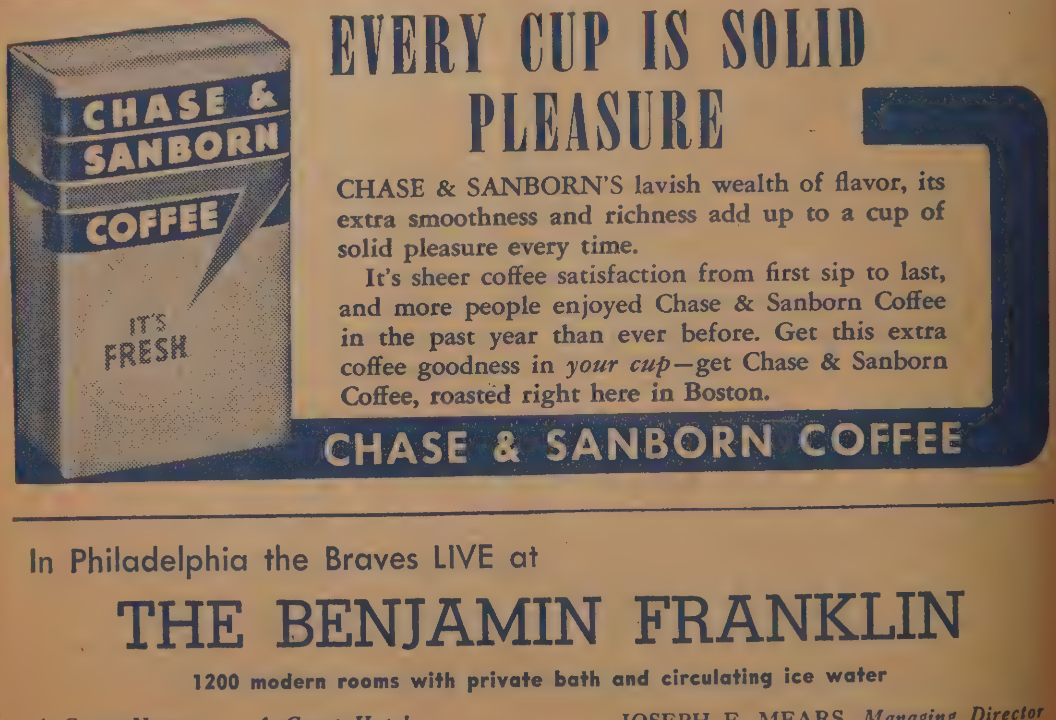
So round – so firm – so fully packed – so free and easy on the draw

SCORING MADE EASY

Baseball Shorthand as Used by Baseball Writers Which Will Render Every Game More Enjoyable to Baseball Enthusiasts. All Players are Numbered and All Plays Recorded by Symbols.

NUMBER PLAYERS AS FOLLOWS:

Pitcher	1	Second Baseman	4	Left Fielder	7
Catcher	2	Third Baseman	5	Center Fielder	8
First Baseman	3	Short Stop	6	Right Fielder	9


EVERY CUP IS SOLID PLEASURE

CHASE & SANBORN'S lavish wealth of flavor, its extra smoothness and richness add up to a cup of solid pleasure every time.

It's sheer coffee satisfaction from first sip to last, and more people enjoyed Chase & Sanborn Coffee in the past year than ever before. Get this extra coffee goodness in *your cup*—get Chase & Sanborn Coffee, roasted right here in Boston.

CHASE & SANBORN COFFEE

In Philadelphia the Braves LIVE at

THE BENJAMIN FRANKLIN

1200 modern rooms with private bath and circulating ice water

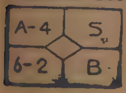
A Great Name . . . A Great Hotel

JOSEPH E. MEARS, *Managing Director*

SCHRAFFT'S
CHOCOLATE COVERED CANDY BARS
SCHRAFFT'S
PEPPERMINT
PATTY
NEW YORK
BOSTON
SCHRAFFT'S
NEW YORK – BOSTON
CARAMALLOW
BAR
1-3/8 OZ NET WT

SYMBOLS FOR PLAYS

Base Hit	—	Fielder's Choice	FC	Sacrifice Hit	H	Muffed Fly	O
Two-base Hit	=	Hit by Pitcher	HP	Passed Ball	B	Wild Throw	W
Three-base Hit	≡	Wild Pitch	WP	Balk	BK	Force Out	XX
Home Run	≣	Stolen Base	S	Struck Out	K		
Fumbled Grounder	A	Left on Bases	L	Base on Balls	BB		



An illustration will show the method of recording a play. In the upper left-hand corner opposite batter's name A—4 means batter reached first on fumble by second baseman. In the upper right-hand corner S means he stole second. In the lower right-hand corner B means he reached third on passed ball. In the lower left-hand corner 6—2 means he was thrown out to catcher at plate by short stop.

MY NATURAL RICH BROWN COLOR
means finer flavor for your
FRANKFURTERS
GULDEN'S MUSTARD
served here exclusively
GULDEN'S
MUSTARD

Five Famous Restaurants...
ZODIAC COCKTAIL BAR & LOUNGE
★ STARLIGHT ROOF
★ FIESTA GRILLE
★ STEEPLE CHASE
★ CHASE CLUB

HOTEL CHASE
BASEBALL HEADQUARTERS IN ST. LOUIS
AIR-CONDITIONED GUEST ROOMS

SATURDAY, JULY 7. 1945

▲
BUY
WAR
BONDS
▼

SERVICE MEN'S BASEBALL TICKETS

Tickets for men and women in the armed forces may be secured free of charge at the Y.M.C.U. Building, 48 Boylston Street (next to Touraine Hotel), Tel. Lib. 7968. These tickets may be reserved in advance. Present tickets Babcock Street entrance, Braves Field.

A HIT IN THE STANDS!

IT'S HOOD'S
ICE CREAM

H. P. HOOD & SONS
DAIRY PRODUCTS

Sold Exclusively within these grounds

Make this distinctive hotel your home when in Chicago
On Lake Michigan—10 minutes to Wrigley Field

Chicago Headquarters
Boston Braves

EDGEWATER BEACH HOTEL
Chicago

W. M. Dewey
President

P. J. Weber
Resident Manager

A hit
in any
league
PEPPERMINT FLAVORED
BEECH-NUT BRAND CHEWING GUM
ALWAYS REFRESHING
BEECH-NUT GUM

Ladies' Day

Bob Quinn, President of the Boston Club, is responsible for Ladies' Day. The interest shown by women in the National game has extended from coast to coast, and in some cities, on ladies' day, it is necessary to limit the number of tickets available for these days.

Notice!

Patrons assume the risk of being struck by a batted or thrown ball.

Spectators throwing bottles or other missiles on the field, or from one part of the stand to another, will be arrested and prosecuted.

BETTING and GAMBLING of all kinds are prohibited in this ball park. Offenders will be ejected and barred from the park.

THE MANAGEMENT.

THE FAMOUS "HORSESHOE BRAND"

FRANKFURTS

Are Served at All the Stands in This Park

Manufactured by

HANDSCHUMACHER & CO., Inc.

Insist on the Best

Wholesale: 48 NORTH STREET, BOSTON, MASS.
Retail Store: 16 NORTH STREET

You "PLAY IT RIGHT"
when you do as the
BOSTON "BRAVES"
and make the Hotel
NETHERLAND PLAZA
your "home" when in
CINCINNATI

800 Outside Rooms . . . from $3.50. Each Room with Tub, Shower and Radio. Five Restaurants

NETHERLAND PLAZA • CINCINNATI, OHIO
Max Schulman, Gen. Mgr.

SATURDAY, JULY 7. 1945

STEVENS—29 YEARS OF EXPERIENCE IN THE MANUFACTURE OF STEEL BARRELS AND DRUMS GIVES THEM THE "*KNOW HOW*" THAT CAN HELP YOU WHEN PEACE COMES.

THE STEVENS METAL PRODUCTS COMPANY
NILES, OHIO

Sales Offices in Principal Cities

INFORMATION FOR PATRONS

The offices of the National League Base Ball Club of Boston, Inc., are in the Administration Building, Braves Field. Telephone, Stadium 9600.

Telephone booths for the convenience of the patrons may be found at the rear of the Grandstand, and also on the grounds, near the entrance. Refreshment room in center of Grandstand.

Reserved Seat Tickets may be secured several days in advance of the game at **Filene's Men's Store,** Washington Street. Telephone, Hubbard 2195.

A women's retiring room is in the rear of the Grandstand, with a matron always in attendance, **and also** under the Grandstand, Section M. For men, it is located under the Grandstand, Sections I and J.

Please report immediately to the office upstairs the slightest inattention or incivility on the part of any employee.

Cars direct for Braves Field, which is located at the corner of Commonwealth Ave., Gaffney and Babcock Sts., may be taken at the different stations of the Subway.

Ample parking space for automobiles is provided in the rear of the Grandstand. **Entrance to parking space on Babcock Street.** Special ticket booths and entrances to Grandstand and boxes are located inside.

FOR VICTORY
BUY
UNITED STATES WAR
BONDS *and* STAMPS

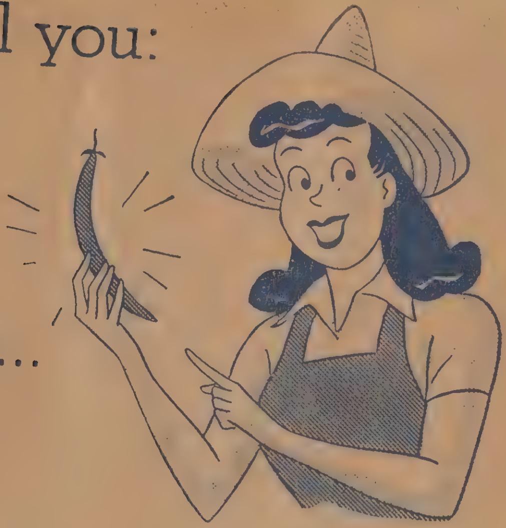
HOTEL SCHENLEY
SCHENLEY PARK PITTSBURGH, PA.
The Home of the National League Baseball Club of Boston, Inc., in Pittsburgh
ONE MINUTE TO THE BALL PARK

The New York "Home" of the BRAVES
THE COMMODORE
Right at Grand Central—42nd Street and Lexington Avenue
In the heart of the Business and Theatre Areas
"NEW YORK'S BEST LOCATED HOTEL" MARTIN SWEENY, President

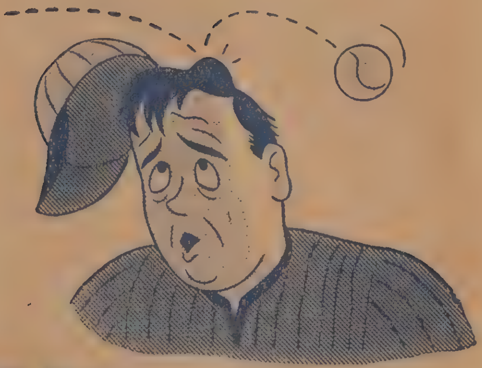
ROOMS:
Single rooms—$3.50, $3.85, $4.40, $4.95 and $5.50.
Double-bedded rooms—$5.50, $6.05, $6.60 and $7.15.
Twin-bedded rooms—$6.60, $7.15, $7.70 and $8.80.

P. Ballantine & Sons, Newark, N. J.

Some words fool you:



BEAN means...



BEAN means...

but **BALLANTINE** Ale always means...

Purity, Body, Flavor!

There's the *string* bean you raise in your garden. There's the bean *ball* that raises a lump on the batter's head. In other words, "bean" is a bothersome word, it has more than one meaning.

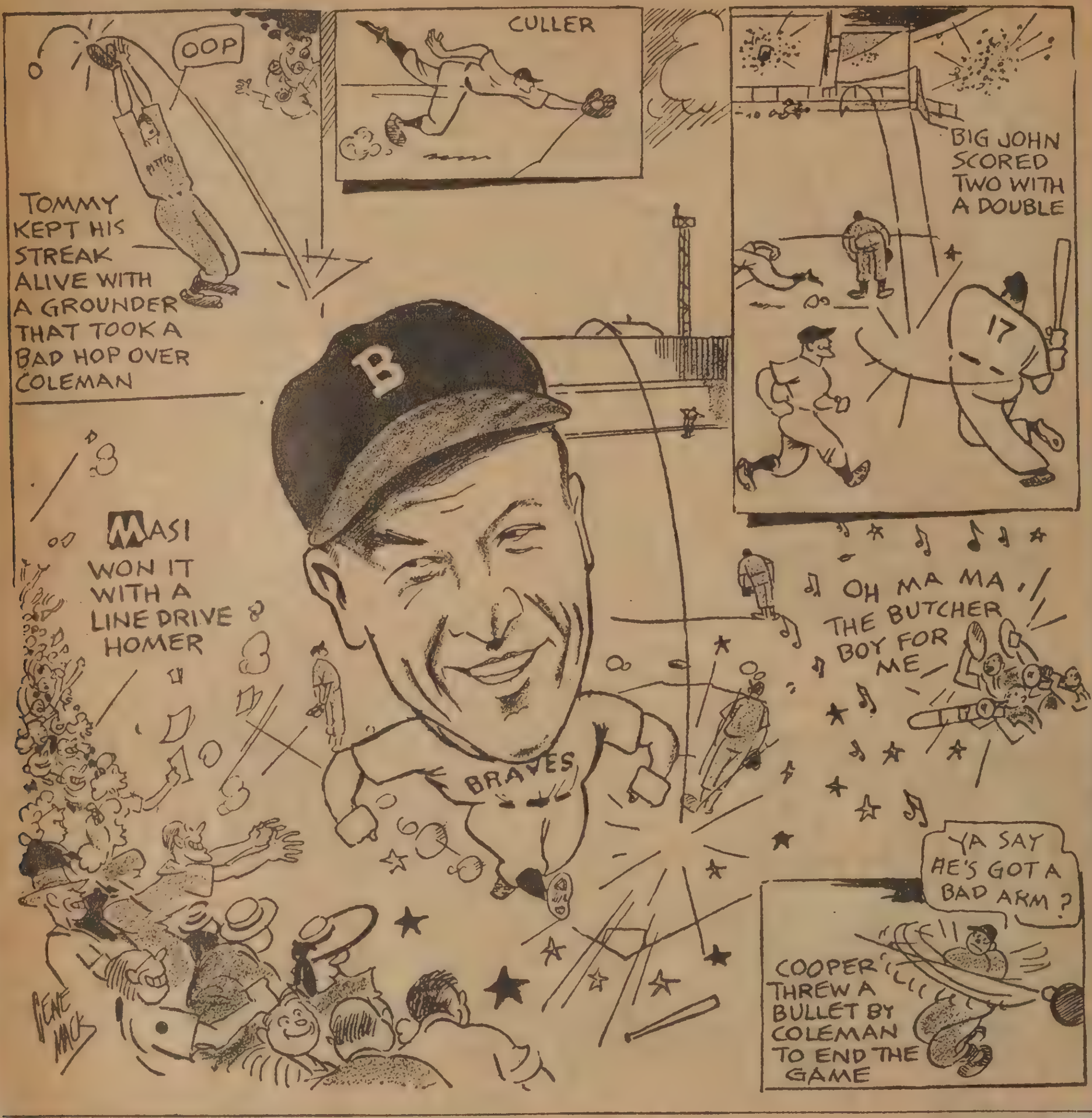
How different from "Ballantine." There's a word that's crystal-clear. It means PURITY, BODY, FLAVOR . . . always has, always will. These are the qualities made famous by Peter Ballantine's 3-ring trade mark. Tonight enjoy the best . . . a bottle of Ballantine.

BALLANTINE'S
XXX
ALE

America's Finest since 1840

SATURDAY, JULY 7, 1945

EVERYBODY'S HAPPY . . By Gene Mack


OOP
CULLER
TOMMY KEPT HIS STREAK ALIVE WITH A GROUNDER THAT TOOK A BAD HOP OVER COLEMAN
BIG JOHN SCORED TWO WITH A DOUBLE
17
B
MASI WON IT WITH A LINE DRIVE HOMER
BRAVES
OH MA MA, THE BUTCHER BOY FOR ME
YA SAY HE'S GOT A BAD ARM?
COOPER THREW A BULLET BY COLEMAN TO END THE GAME
GENE MACK

PETER AT THE GRILL

TWILIGHT PICNIC
AT WESTON.
SATURDAY, JULY 7, 1945

JULY 7, 1945

Tobin for Port Plan;

The World's Day—July 7, 1945

Boston: Tobin Backs $15,000,000 Port Plan

Governor Tobin has given his full support to the $15,000,000 Port of Boston development program and has expressed confidence that the Massachusetts Legislature will adopt the House-approved bill now before the Senate. [Page 2.]

Tobin for Port $15,000,000 And Expects Enactment of Bill

Legislation for development of the Port of Boston today had the full support of Governor Tobin, who expressed confidence that the Senate next week would concur with the House and that both ranches would enact the bill for $15,000,000 bond issue to finance new Port Authority.

In a press interview following s return from the Governors' onference at Mackinac Island, ch., the Governor said he was favor of "going forward" im- ately with development of the of Boston.

Early Action Seen

Action on the $15,000,000 Port ill, which is now in Senate Ways nd Means, is anticipated early ext week when the General Court ill begin a drive for early pro- gation, possibly by the end of e week. The bill passed the ouse July 3 with the restriction at only $5,000,000 could be spent the proposed authority without rther approval.

In adding the restriction the use overturned a House Ways d Means Committee recommen- tion that the entire amount be ited to $5,000,000 until the pro- ed authority has plans and cifications ready to present.

he Governor said he had never n such unanimous approval any public improvement. ry section of our economy—capital, management, and labor—is keenly aware of the necessity of the development of our Port facilities."

He said that the proposed spending was "only a beginning."

"Our thinking," he continued, "should be conditioned to an ultimate development running into many millions of dollars. We must be prepared to secure our share of the greatest international traffic ever seen."

Visit to Harrisburg

Meanwhile, a subcommittee of the Special Commission studying the question of setting up a State Department of Commerce to stimulate business and industry in Massachusetts was at Harrisburg, Pa., observing the functioning of that State's Department of Commerce.

State Senator William E. Nolen (D) of Holyoke, another member of the Massachusetts Commission, said that the new department, if it is set up, would include all the agencies in the Pennsylvania Department plus the board controlling the Port of Boston.

Pennsylvania's Deparment of Commerce, in addition to giving tourist, recreational and industrial development information, controls the Pennsylvania State Planning Board, the State Aeronautics Commission, and the State Housing Board.

MONITOR -

HERALD

Amendment Of Port Bill Is Opposed

Warning that a stalemate in Boston's port development might result if the Shattuck amendment to the Boston port bill is accepted was sounded in a statement yesterday by the Greater Boston Development Committee.

The statement also answered several arguments made last week when the bill was before the state House of Representatives. Copies were sent to members of the Senate, which is scheduled to consider the bill tomorrow.

The bill originally called for the expenditure of $15,000,000 to set up a new port authority with power to take steps necessary to obtain business for the port of Boston and to construct such new piers and other facilities as found necessary.

The ways and means committee recommended reducing the amount to $5,000,000, until definite plans and specifications could be prepared and approved by the next Legislature.

Rep. Henry L. Shattuck of Boston introduced an amendment calling

[illegible] Page Nine

Port Measure Change Feared

(Continued from First Page)

for an immediate bond issue of $5,000,000, with $10,000,000 additional to be provided as soon as the Legislature approved construction plans.

During argument on the amendment, both Rep. Roy C. Smith of Holbrook, House chairman of ways and means, and Rep. Albert F. Bigelow of Brookline, a former member of ways and means, suggested that if banking and insurance interests supporting the bill believed the port to be a sound investment they should risk their own capital.

INVESTMENT FOR STATE

To this, the development committee statement replied that, privately financed, the project would be required to pay at least three per cent. more for borrowings, and in addition, would be subject to local taxes.

"On a $15,000,000 port program," said the statement, "this additional cost of a privately operated project would be in the neighborhood of $1,000,000. The cost of operation would be so great that it would be impossible to compete with other parts of the country. In view of this situation, no investor would be willing to place his money in the project.

"Nonetheless, it is good business for the state to invest in a port. Any deficits resulting from pier-operation are made up many times over in taxable wealth and incomes, which the port helps to create throughout the commonwealth."

PAUCITY OF BERTHS

Although the port sponsors would be willing to accept the Shattuck amendment, they expressed the fear the the port authority would find itself handicapped by the time factor involved, and pointed out that the bill already had been in the Legislature for six months.

The statement, explaining further the necessity for adequate funds at the outset, said that 13 berths used before the war were now either non-existent or unsuited to post-war commerce.

It also was noted that the federal government owned 16 berths and leased four others, thus leaving only nine available currently for commercial use. Of these, only five are deemed suited to continued use after the war. This, it was said, compares with 35 usable berths before the war.

OTHER PORTS SPENDING

While the port bill is being argued in the state Legislature, the statement continued, New York is considering the expenditure of $1,000,000,000 to modernize its port, Baltimore is spending $50,000,000 and Philadelphia $31,000,000. It also was noted that Georgia had appropriated $10,000,000 for the development of Brunswick and Savannah, which have accommodations for a combined tonnage of about one-sixth that of Boston.

The statement closed with the assertion that Massachusetts had lost more firms and more industrial jobs than any other industrial state since 1920; adding that wool importations, of which 80 per cent. of the apparel type is unloaded in Boston, had declined to 1 per cent. during the war because of inadequate facilities. This business, the statement cited, was valued at around $250,000,000.

Senate Due To Speed Port Bill

Prompt action by the Massachusetts Senate on the $15,000,000 Boston Port Authority bill was forecast today, with Gov. Tobin reporting unprecedented "unanimous approval" for the port rejuvenation project.

The measure, which was approved by the House Tuesday and sent to the Senate, is expected to be up for consideration early next week.

Gov. Tobin, back from the conference of governors in Michigan, commented that the $15,000,000 was "only a beginning," and expressed confidence that the legislature would act favorably.

The Governor added: "I have never seen such unanimous approval for any public improvement. Our bankers stand side by side with labor. The press has never been so unanimous or so vocal on any public question, and I am confident that the legislature will respond favorably and enact the port bill which will make available $15,000,000 for the development of most needed port facilities."

BOSTON MARINE GUIDE

NEWS OF INTEREST

PORT OF BOSTON AUTHORITY BILL.
LEGISLATURE STILL AT "SIXES AND SEVENS"

Action of the Ways and Means Committee in slashing the Port of Boston improvement funds from 15 millions to 5 millions (MARINE GUIDE June 30th) certainly loosed a torrent of criticism of the Committee and its short-sighted action.

In addition to the Boston MARINE GUIDE, the Boston daily papers took this Committee's erring action to heart, and gave the Committee's "slashing" recommendation a good "riding." They asked for it.

All these remarks in the press added interest in the Legislature itself, and early this week the House spent hours debating the proposed law, especially that portion pertaining to funds for improving harbor facilities. House finally passed, Tuesday afternoon, by vote of 116 to 87, an amended bill, with somewhat of a "sop" provision that 5 millions be made available now, and balance of 10 millions held back until Legislature approves plans and specifications for further improvements, and that pier leases be secured before further construction is undertaken, together with other provisos.

The bill now goes to the Senate for its action, and then through the mill again, as it requires a two-thirds affirmative vote.

It may be that so many "provisos" will be attached to the bill as to practically nullify its progressive objectives.

The debate in the House and the not overwhelming vote for it, would indicate a lack of, or little, understanding on Beacon Hill of what port commerce actually means to industrial and business life in a section. We have harped on that for years.

Port commerce is not just business along the waterfront. It is the basis of distribution and turnover of millions and millions of dollars, such spending from commerce earnings reaching into all sections and all kinds of stores —from the corner variety store through the wholesale, retail, department stores, railroads, hotels, or what have you, and right along the line, not forgetting the ever popular Income Tax office at 40 Court St. If figures could be compiled, this dollar value of Port commerce to industry, the States, its communities and its citizens, would be staggering.

Take this one modest business—we pay rents, house and office, we pay printers and labor, we pay insurance, we pay garage, we pay telephone, we pay taxes (bless em), we buy shoes, clothes, food, paper, stationery, and dozens and dozens of items—all of such expenditures based on earnings from port and transportation commerce. And the people we buy from, in turn, spend the money we pay them to pay others. Multiply this one business by the thousands and the turnover from one hand to another and one may get a rough idea of the billions spent in this territory just because of Port commerce and trade.

Port commerce and its intricacies are varied and far reaching and it is patent that many do not understand its potency and potentialities.

Recently $15,000,000 was voted by the Legislature for East Boston airport construction. While not decrying air transportation benefits, the value of port commerce outweighs by far the value of airport commerce. If the airport justifies a 15 million fund, then the Port of Boston is worth 50 millions or more to protect and handle commerce of New England industry. Port Commerce benefits to industry and business, at present, just dwarfed airport trade benefits.

The proposed bill may not be perfect in all provisions, but the crying need right now is for new facilities and modernization of some old ones, and the time to start is now—not haggle along until the geese that lay the golden eggs are acquired by other ports—and Boston loses its great opportunity to again be a top-ranking port.

The Legislature should get busy and provide for a modern port of Boston, capable of meeting modern business demands in a modern way.

THE BOSTON DAILY RECORD Saturday, July 7, 1945—Page 5

Senate for Port Bill, Poll Proves

An informal poll of Massachusetts Senators by the Daily Record yesterday indicated overwhelming support of the $15,000,000 Port of Boston Authority appropriation when the bill reaches the floor of the Senate next Monday, immediate response among the Senators contacted in the poll indicated that 75 per cent of them would vote in favor of the appropriation. Expressing further confidence that the Senate would approve the amendment, Sen. Arthur W. Coolidge of Reading, president of the Senate, also declared the funds "will be only the beginning" toward making Boston a major shipping port.

"The $15,000,000 will have to be supplemented later by the legislature if Boston really is to compete with other ports, Sen. Coolidge declared. "Development of the Port of Boston will be not only for Bostons welfare but also for the good of the state as a whole. We can't escape the fact that, whatever amount is appropriated now, it will be only the beginning.

Urging greatest speed in the improvement of the Port of Boston, Gov. Tobin called attention to the prospects of great foreign trade for the next year, and said:

"I am confident that the legislature will respond favorably and enact the port bill which will make available $15,000,000. Every section of our economy—capital, management and labor—is keenly aware of the necessity of the development of our port facilities.

"This is merely the beginning. Our thinking should be conditioned to an ultimate development in which we must be prepared to share in the greatest international traffic the world has ever seen. We may never again see such a community of spirit as now exists."

Heartily endorsing the $15,000,000 appropriation, former Mayor John F. Fitzgerald, Port Authority member, declared: "Now if the Legislature will give us the money to go ahead with both the shipping port and the airport program, Boston will be on its way back up."

Further support from the ranks of labor came from Charles J. Murphy, vice president of Somerville Central Labor Union, and F. L. Maxwell, senior vice chairman of the Boston & Maine Board of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes, AFL. Both, in endorsing the bill, declared it would be a great gain for labor throughout the State.

The Massachusetts Ass'n of Commercial Executives also urged its members to line up State senators in support of the appropriation.

THE BOSTON DAILY GLOBE—SATURDAY, JULY 7, 1945

Tobin Confident of $15,000,000 Port Enactment

Gov. Tobin expressed confidence last night that the Legislature would enact a Boston Port Authority bill providing $15,000,000 for pier development and declared that "our thinking should be conditioned to an ultimate port development running into many millions of dollars."

The Governor made the statement at a press conference several hours after his return from the Governors' Conference at Mackinac Island, Mich.

In backing legislation for the full $15,000,000 bond issue, which was substituted by the House for a $5,000,000 recommendation of the Ways and Means Committee, Governor Tobin said:

"Every section of our economy—capital, management and labor—is keenly aware of the necessity of the development of our port facilities. In my 19 years of public life I have not seen such unanimous approval for any public improvement.

"Bankers Stand by Labor"

"Our bankers stand side by side with labor. The press has never been as unanimous or as vocal on any public question, and I am confident that the Legislature will respond favorably and enact the Port Bill which will make available $15,000,000 for the development of most needed port facilities.

"Modern port facilities make possible a more rapid and economical handling of cargo which results in a lower unit cost of handling.

"This is merely the beginning. Our thinking should be conditioned to an ultimate development running into many millions of dollars. We must be prepared to secure our share of the greatest international traffic the world has ever seen.

"Any reduction in the proposed appropriation will dampen the enthusiasm of the state for the development of foreign commerce. We may never again see such a community spirit as now exists. The year 1946 will be a tremendous foreign trade year, and 1947 and later years will be even greater."

In response to a question, Gov. Tobin said he had not decided whom he would appoint to the new Port Authority. When he was informed of objections in the House to the higher figure, based on lack of knowledge of the agency's personnel makeup, the Governor suggested looking at the caliber of appointees he had made to the present Boston Port Authority. He mentioned specifically James L. Truden, retired general manager of the Boston & Albany Railroad, and John Levins, former American-Hawaiian Steamship Company executive.

The port bill will be up for further action in the Senate next week.

The Boston Post
Established 1831
The Independent Democratic
Paper of New England

(Issued daily by Post Publishing Co.)
JULY 7. 1945. NO. 6: VOL. 706

PLEA FOR PORT BILL BY TOBIN

Special Appeal Made to the Legislature Stresses Need

BY WILTON VAUGH

Back from the United States Conference of Governors at Mackinac Island, Mich.,. Gov. Tobin late yesterday issued a special plea to the Legislature to authorize immediately the pending $15,000,000 bond issue for the development of the port of Boston.

URGES SWIFT ACTION

Swift action was necessary so that Massachusetts may obtain its share of business in the greatest era of international commerce that the world has ever known, the Governor explained, pointing out that the national conference made it plain that every State is battling for the postwar trade.

He indicated that materials and other supplies necessary to build the piers and similar waterfront facilities will soon be made available to the new Port Authority because of the fact that private automobile corporations are now turning out postwar passenger cars.

"The port development definitely should go forward as speedily as possible," the Governor said. Noting that the steamer Mariposa this week was returned to civilian trade by the military authorities, the Governor predicted that more ships would be released for commercial lines in the near future. Massachusetts, he said, must be ready to establish agents in every part of the country and in Latin-America and foreign ports to obtain business for Boston.

Informed that some members of th House wanted to know whom he wa going to appoint to the new Por Authority Board in anticipation of giv-ng the bond issue the necessary two-hirds vote for enactment, the Gover-or commented "Why don't they look ver the men I have put on the present ort Authority. No one could have ap-ointed better men than mine," he said.

He referred to James L. Truden of Boston, retired general manager of the Boston and Albany railroad, and John . Levins of Boston, former general manager of the American-Hawaiian Steamship Lines. "We are fortunate to have men willing to give their time and expert advice," he said. He explained that he had not decided on the names of the five men he will submit for membership on the new Authority.

Praises Murray and Kelleher

He praised former Corporation Counsel Frank J. Murray and Atty. James Kelleher among the leaders in the fight for Boston who presented the arguments before the Civil Aeronautics Board at Washington which resulted in this city being made a terminus for three international airlines. "They showed that Boston was 200 miles nearer Europe and Asia than the other Atlantic airports," he said, "with the result that the use of the Arctic Circle route will make the Logan International Airport one of the greatest in the world."

Just as $15,000,000 has been made available for the airport expansion, so will the similar amount be appropriated for the building of docks and other facilities along the Boston waterfront, the Governor predicted. He insisted that this was just a beginning for the port and that many millions more must be spent if Boston is to compete favorably with New York, Philadelphia and Baltimore for the world's shipping. Approved by the House, the port bond issue comes up for action in the State Senate Monday.

In commenting on the need of both the House and the Senate to grant the two-thirds vote of approval for the $15,000,000 port bond issue, the Governor said, "Every section of our economy—capital, management and labor—is keenly aware of the necessity of the development of our port facilities.

Unanimously Approved

"In my 19 years in public life, I have not seen such unanimous approval for any public improvement.

"Our bankers stand side by side with labor. The press has never been as unanimous or as vocal on any public question, and I am confident that the Legislature will respond favorably and enact the port bill, which will make available $15,000,000 for the development of the most needed facilities.

"Modern port facilities make possible a more rapid and economical handling of cargo which results in a lower unit cost of handling.

"This is merely the beginning—our thinking should be conditioned to an ultimate development running into many millions of dollars. We must be prepared to secure our share of the greatest international traffic the world has ever seen.

"Any reduction in the proposed appropriation will dampen the enthusiasm of the State for a development of foreign commerce. We may never again see such a community spirit as now exists. The year 1946 will be a tremendous year for foreign trade and 1947 and later years will be even greater," said the Governor, recommending all-out support of the port project.

BOSTON'S GREAT CHANCE

The great victory achieved by Boston in the international airport case may well be the most significant event in the potential development of this port, since the passing of the famous clipper ships, designed and built by Donald McKay in the East Boston shipyards nearly 100 years ago. Boston now, with its favorable situation as an international airport, has an opportunity to develop a very important new business having connections with the largest foreign cities, and it must not miss this chance to tie in the general upbuilding of the waterfront with this expansion of the international aviation lines.

The defeatist attitude held by many Bostonians, and other New Englanders, for a great many years has been that the decadence of the port of Boston was a natural thing. Industries were simply moving away to other parts of the country, they said, and there simply was no way of reversing this trend. Boston and the New England mountains and beaches could expect not much more than to become known throughout the country as pleasure resorts and historical shrines.

In a sense that was partly true. As one industry left it tended to weaken another, and so as business diminished at the port of Boston fewer ships were attracted here for cargoes, and as fewer ships called here shippers sent their goods to New York or other ports, where they could get better service. The thing tended to feed on itself, until just before the war, the port of Boston was abandoned by practically all the shipping lines that had had headquarters here for nearly a century.

But now, as was said above, here is a chance for a reversal of this decadent trend by the development of the great new international aviation lines. This will bring business here and each new industry will help attract another.

But these new industries which will provide jobs for the thousands of returning veterans cannot be had merely by wishing for them. To obtain a new dollar it is usually necessary to invest a dollar and that is one of the immediate problems facing the Legislature now considering the appropriation for the development of Boston's port facilities.

Some of these legislators have said that they do not wish to vote for $15,000,000 now for vague general purposes, they would like to be shown something specific. Well here is something specific. Mr. Russell T. Fisher, president of the National Association of Cotton Manufacturers, says that the cotton industry, still one of New England's leading industries, is struggling for its life against Southern competition.

More than half of our cotton comes from the Gulf district and for many years came here by water because of the low water freight rates. Practically all this cotton was brought to the Boston & Maine in Charlestown at the Hoosac Tunnel docks. These docks have been torn down. As a result, since 1940, for the first time in the history of the New England mills, the cotton has had to come here by rail at freight rates ranging from 50 to 150 per cent above the water rate.

This water-borne traffic can be restored when the war is over, but new facilities must be provided to replace those torn down. We have some good piers, built here in the last 25 years, but again we have plenty of others besides the ones in Charlestown that have been either torn down or that fell down through mere rotting away.

We cannot at this time afford to adopt the too cautious attitude. We are in stiff competition with other parts of the country that are not afraid to invest money freely in order to hold the business they have and to attract new business. We must do likewise.

Tieup Stresses Hub Port Needs

As the hour for Senate action on the $15,000,000 Port of Boston Authority bill on Monday approached, Daniel Donovan, international representative of the Longshoremen's Union, gave a graphic demonstration today of the need for speedy enactment of the measure.

Donovan disclosed that a ship loaded with wool even now was tied up at Mystic docks, unable to discharge its cargo because of lack of facilities.

"Wool is the chief cargo of the port of Boston," Donovan said. "If we can't handle one ship, how can we expect to handle a dozen or more? We've got to have more piers and we need them right away. Otherwise we're going to lose our wool trade entirely."

The $15,000,000 appropriation, which provides for construction of additional pier facilities, comes before the Senate for action Monday and an informal poll shows at least 75 per cent of the membership will favor the bill.

Senators from every section of the state are in favor, including Sen. George W. Stanton of Fitchburg, who today said:

"One of the greatest tragedies in the history of Massachusetts will occur if the Legislature fails to appropriate the $15,000,000 requested by the Governor for development of the port of Boston.

"Boston is the greatest natural port on the Atlantic seaboard, and money spent on it right now will bring permanent prosperity to Massachusetts. It will provide an outlet for Massachusetts products with a minimum of transportation costs and will allow us to import material similarly.

"It will mean that labor will enjoy an era of prosperity in peace times unprecedented in the history of this state."

Urging greatest speed in the improvement of the Port of Boston, Gov. Tobin called attention to the prospects of great foreign trade for the next year, and said:

"I am confident that the legislature will respond favorably and enact the port bill which will make available $15,000,000. Every section of our economy—capital, management and labor—is keenly aware of the necessity of the development of our port facilities.

"This is merely the beginning. Our thinking should be conditioned to an ultimate development in which we must be prepared to share in the greatest international traffic the world has ever seen. We may never again see such a community of spirit as now exists."

The death of David Mitchell White on July 7 marks the completion of a life of community service. Born in Providence, R. I. March 18, 1874, the son of the Rev. H. Jerome and Euphemia White, he consistently showed the influence of the Christian atmosphere of the home in which he was raised. He attended Worcester Academy and Brown University, from which he was graduated in 1897. During his senior year he was editor of the Brown Daily Herald and after graduation did newspaper work in Worcester and Providence. He came to Lancaster in 1901 and purchased the Coos County Democrat from John D. Bridge, printing his first issue on Sept. 4 of that year.

The policies and principles of the paper were established by strong and pertinent editorials as well as news-handling. A Republican by conviction, he consistently worked and wrote for the best interests of the North Country and Lancaster. During the last war, he took a prominent part in the Community War Chest and contributed more than generously in advertising and space to the war endeavor. In 1918 he served as a personal representative of Gov. Keyes at the "Win the War for Permanent Peace" conference held at Philadelphia. Twice during the present conflict he was awarded $100 War Bonds from the Treasury Department for his work during the Fifth and Sixth War Loan drives.

The pages of this paper have carried the message of concern and regard for the men and women in the Armed Services. Letters which have come into this office witness the appreciation they had for him. The endeavor to meet the news situation, those happy in relief as well as sad in sacrifice, had borne heavily on his heart. During the past months he had advocated the dedication of the proposed swimming pool to the honor of those who have served in this war, because he felt that a living, worthy project alone could keep bright the memory of those who have gone forth on our behalf.

A typical example of his integrity is seen in the advertising policy. A strong opponent of the liquor interests as shown in his editorial column, he would accept no advertising for spirituous liquors.

He served as President of the New Hampshire Weekly Publishers Association and in 1938 and 1944 received the Reid Trophy Award of the association for outstanding merit.

Within the community his influence was widespread and forceful. One of the first promoters of the Lancaster Fair Association, he has always fostered its good work and importance. He firmly believed that its merits were self-evident and should be self-supporting, and only regretted that the Racing interests seem to try to palliate public opinion by contributing to the county fairs. An early and earnest member of the Rotary International he never lost interest, although unable to attend lately. He was a member of the North Star Commandery and Mount Prospect Grange.

Part of the news story behind the life of this Editor lies in his appreciation and love for his wife, the former Eva Jane Latham of Providence, whom he married in 1901, and his son, Clinton L. White of Buttonwoods, R. I. His brother, Clinton C. White of Providence, as well as his five grandchildren, were close to his affection. The mutual love and esteem, support and cooperation within the family circle were typical of his relations with the great number of people with whom he came in contact.

On Monday morning the body was taken to the Methodist Church to lie in state until the funeral hour of 2:30. The service was conducted by the Rev. G. Bennett VanBuskirk, assisted by the Rev. Wm. H. Crouch. Burial was in the family lot in Providence, R. I.

"Sic itur ad astra."

DAVID M. WHITE

Long Career of Noted Editor, Publisher and Great Humanitarian Ends in Death as Community Bows in Deep Sorrow

David Mitchell White

Born March 18, 1874 - Died July 7, 1945

JULY 7

the Ball game - Boston 7 Pittsburgh 6 - Back to Harvard Square - To Woolworth's bought a dozen glasses for orange juice - looked Birthday cake candles but in vain - To the Greek's for the evening newspapers. Back to the house - Freshened up - put on lighter clothes - With Frances, John, Peter, and Joan Sheldon out to Helen Jameson's at 195 Boston Post Road in Weston. A twilight Picnic supper in the back lawn garden - a real good time - Also there. "Gramp" and Thelma Harlow, Nass Norton, The Ponds and their niece, Roger Phinney, Barbara. Home early with Frances, Peter and Joan.

Ideal Summer Day Forecast for Hub

Ideal summer weather, with sunlit skies and temperatures in the low 80's, was promised for Boston today by the weatherman.

The forecast predicted a continuation of yesterday's balmy temperatures and low humidity and the weather bureau indicated that there was nothing in sight to mar the prospect of continued pleasant conditions tomorrow.

Sunday, July 8, 1945 x

Slept long and late - Down for the Sunday papers - Breakfast upstairs - orange juice - corn flakes - Baked Beans - Ketchup - Fried egg - grizzled ham - Roll - Butter - iced coffee - read the papers - "Judy" and Robin dropped in to read the "funnies" and to have some candy. I up at 11. Shaved - dressed - put on my new suit for the first time - at 11.45 went over to 11 Oak Avenue to visit Mother. Back to the house at 12.45 - Front Porch. Mary & Jim came out to dinner. Jim's 29th Birthday - Roast Loin of Pork - Apple Sauce. Roast Potato. Gravy - Creamed Onions. New Peas. Gelantine Tomato Aspic Salad with Mayonnaise - Sliced Peaches, Ice Cold, with a touch of Vanilla Ice Cream. Birthday Cake - Rested the remainder of the day. Peter was out for dinner. John went down to Mary's apartment for supper. Frances made me a snack supper. Club Sandwich - Milk - Blueberries and Cream.

UNITED STATES ARMY
AIR FORCES

8 Jul. '45

Dear Family:

Per usual, everything is just perfect and super copescetic (sp.?) here in Delray.

Jeanne, I know, is giving you all the news about the life on N. Ocean Blvd. so I won't go into that.

My work at the base is going along very nicely. I have just a few more weeks to go in this radar course and then will become an instructor or go into radar intelligence. As things stand now, my more over-seas service is fairly remote. A discharge, before the war is over, is quite probable since I have over 100 points.

All the newspapers, magazines etc. are very welcome — especially the Exeter and Harvard stuff. Keeps me informed about Pete, Mick, & Jim.

We are looking forward to seeing all the grandparents in the early fall. Know you won't recognize Zel — she is a real glamour gal these days - just like her mom. Love to all,

Dad

SUNDAY, JULY 8, 1945

Post - July [illegible]

EXPECT WIN ON BILL FOR REAL PORT

Senate to Act on Big Issue of Bonds Tomorrow

BY WILTON VAUGH

Legislative leaders look for favorable action tomorrow in the State Senate on the bill to create a real Port of Boston Authority, with a $15,000,000 bond issue to start the construction of piers and other waterfront facilities to draw foreign trade here.

URGE ACTION NOW

Warning that the crisis was at hand in the business life of Massachusetts, the Masachusetts committe for port development and the Greater Boston development committee, which sponsored the legislation, issued a final plea to the members of the Senate and House to provide the two-thirds vote necessary for the authorization of the bond issue.

They answered all the arguments advanced against the bill last week when the House engrossed the measure with a majority vote of 116 to 87. Pleading for the two-thirds vote when the bill goes back to the House later this week for enactment, the sponsors explained: "Unless we provide the necessary tools for our industries, we will be committing economic hara-kiri."

By pledging the State's credit to the development a $15,000,000 double-decked pier could be erected at a saving of [illegible] because the State can borrow money cheaper than private interests, it was explained.

Under Close Control

It was pointed out that the new Port Boston Authority can start con- ruction only after it has signed writ- n contracts, approved by the Gov- nor, with responsible parties that ree to lease the piers and other facili- es at prices that will wipe out 60 r cent of the cost over a period of years, which is the term of the nd issue.

ven after the Legislature enacted e bill the new Authority would serve nder the Governor and Council" and "subject to such supervision as the vernor and Council deem necessary d proper."

The Authority would consist of five unpaid members to be appointed by the Governor with the advice and consent of the Council. The chairman would be designated by the Governor. At least one member and not more than two would have to be Boston residents and not more than three out of the five members could be of the same political party. At the start the first five members would serve for one, two, three, four and five-year terms. But their successors would be given full terms of five years.

Includes Whole Harbor

The new authority would have the power to employ a director of the port, together with rate experts, commerce counsel, traffic solicitors, engineers, clerks and other assistants.

The port would include all the tidewater property along the coast from Point Allerton, Hull, to Deer Island, adjoining Winthrop. Within this area the authority would be in administrative charge of the lands, piers and other structures and facilities which are now owned or will later be acquired by the State, excepting parkways controlled by the Metropolitan District Commission, the State parking space between Nashua st. and the Charles River, and the strip in South Boston bounded by Claflin, D, Cyper and Bullock sts.

The authority would have charge of the construction of piers and other public works which are "necessary, economically sound, and in the best interests of the Comonwealth." The authority would be required to keep itself "thoroughly informed as to the present and probably future requirements of steamships and shipping and as to the best means which can be provided at the port for the accommodations of steamships, railroads, warehouses and industrial establishments."

The authority must also prepare plans and estimates of the cost of acquiring needed pier facilities and of the construction of the facilities necessary and must submit these plans for consideration of the Legislature each year on or before Dec. 15.

The authority would be required to investigate all matters relating to the port, particularly with reference to the unification of overseas terminals, belt line connections, condition and location of piers and channels, switching, floatage, lighterage, rates, rules, regulations and practices, dockage, waterfront labor conditions, and grain elevator and warehouse facilities, among other things.

While under the constant thumb of the Governor and Council the new authority would also be reyuired to report to the Legislature annually detailed information of all receipts and expenditures, "including prices paid for land and buildings, contracts for the construction of pier facilities and for leasing thereof, and such other detailed information concerning the operation of the ports as the authority may determine will be helpful to the Governor and to the General Court."

Private Owners Can Build

These provisions in the bill offset the arguments of the House ways and means committee, who contended that the new authority was being given a "blank check." All purchases or land takings by eminent domain must first obtain the approval of the Governor and Council. Property owners who prefer to build their own piers and operate them may do so, provided they keep them in efficient working condition. Leases for terms of five years or more must be approved by the Governor and Council.

The new authority would take over all the property now held by the present Boston Port Authority and by the waterways division of the State department of public works, including the plans for the construction of the $4,750,000 Charlestown piers to replace the obsolete Mystic and Hoosac docks.

Few Berths Available

Of the 35 berths handling 3,500,000 tons of general cargo here before the war, five were demolished and eight are so obsolete they cannot be used by modern ships. Tme government built seven new berths at Castle Island, bringing the present total to 29. Of this number the government owns 16 and leases four, leaving only nine berths available for commercial use, as against 35 before the war. There is little possibility that the government will turn over its berths to the State immediately after the Japs are defeated. After the armistice in 1918, the government retained its control over the berths here for four full years.

For this reason the Greater Boston development committee pleaded with the Legislature for the full $15,000,000 bond issue, which would be enough to build two single deck piers or one double deck pier, it was explained.

HERALD JULY [illegible]

LOCAL POLITICS

By W. E. MULLINS

The House bill to set up a new Boston Port Authority is reasonably sure to pass the Senate this week, but there is considerable doubt about the capacity of its backers to produce a two-thirds vote when it is returned to the House for enactment, and without this 2-1 margin it will die.

This two-thirds vote at enactment is a constitutional requirement because the bill seeks to use the commonwealth's credit to the extent of $15,000,000 in harbor improvements, mainly the construction of new piers, and all borrowing measures must have this wide margin on a rollcall vote.

The stormy passage of the bill produced unexpected bitterness in the House, and the chief surprise was the failure of any representative to challenge its legality on the basis of the constitutional amendment forbidding the use of the commonwealth's credit for any private enterprise.

So bitter did the feeling run that the usual calm and considerate Rep. Albert F. Bigelow of Brookline demanded that Speaker Willis expel from the chamber Frederic C. Church and Thomas A. Pappas on the ground that they were lobbyists for the measure.

It is true that these men are probably the two most substantial contributors in time and energy to the progress that thus far has been made by the bill. The names of others have been associated with the struggle for passage, but these two have done the laborious and effective work.

NO PERSONAL PROFIT

They are public-spirited businessmen who will not profit personally from the reorganization of the Port Authority, and instead of being compensated for their volunteer work as lobbyists they probably have sacrificed time from their own businesses. Thus, it was far fetched for Mr. Bigelow to demand their expulsion, and the Speaker refused to be stampeded by the heat and clamor.

Having done so much in preparation for the passage of the bill, they naturally were interested in following its progress, and that accounted for their presence on the floor of the House during the debate.

One of the leading foes of the bill turned out to be Rep. John E. Powers of South Boston, one of the ranking Democrats on the ways and means committee. His uncompromising position against the legislation must have caught many observers by surprise, in spite of his loyalty to his ways and means associates, who reduced the appropriation from $15,000,000 to $5,000,000.

This surprise was occasioned by the eloquent lip service given the bill by Mayor Kerrigan. Mr. Powers is not only Mr. Kerrigan's man at the State House but he is also Mr. Kerrigan's principal backer and general campaign manager and thus the mayor's campaign for mayor is now fortified by being on both sides of the port issue.

The House rollcall demonstrated that it was a non-political bill. Democrats and Republicans were on both sides. The ways and means chairman—Roy C. Smith—was against the $15,000,000, and so was former Chairman Bigelow, but Speaker Willis and former Chairman Shattuck were for the bill.

BULK OF OPPOSITION

Democrats from the cities like Powers of South Boston and Paul McCarthy of Somerville were against it, but inspection of the rollcall disclosed that the opposition came mostly from the members whose homes are in rural communities. They were indifferent to it. Worcester county, for example, was strongly against it. Two of Brookline's three members voted against it.

These members seem to have the idea that it is a bill for the benefit of Boston, and it is unfortunate that the name—Boston Port Authority—tended to bear out that impression. They are either afraid of, or indifferent to, legislation which seems to be beneficial to Boston, and somehow they are not to be too greatly censured for having that attitude. They always have the East Boston Tunnel as exhibit A.

Rarely do you hear any discussion about it, but if the East Boston Tunnel had been constructed by the state instead of by the city it would not now be the financial burden it is and the state would not now be required to chip in $100,000 every year toward keeping it solvent.

LAND-TAKING COSTS

The tunnel construction was probably accomplished with efficiency and with some economy, but the manner in which the overall bill for it was overloaded with land-taking costs accounts in a large measure for the annual demand for a state subsidy. The prices paid in the land taking were scandalous, and if the state had handled the job these prices would not have been paid.

The result is that legislators from remote parts of the state look with suspicion on all Boston politicians, and they are disposed to back away from legislation which they suspect is for Boston's benefit.

This port bill, of course, will benefit the entire state. It will not provide new jobs for politicians. This was assured when a provision was included for the appointment of non-salaried Port Authority members. If these were made paid jobs, they would go to political hacks. Unpaid, they will attract the services of public-spirited citizens whose services money could not purchase.

This bill may even hold up prorogation. If it fails to meet the two-thirds requirement at enactment in both branches, the Governor may be persuaded to revive it with a special message. The legislative leaders now are shooting for prorogation by Saturday night.

Pat. Off.

POLITICS and POLITICIANS

Prorogation Delayed by Many Important Matters Still Before Legislature

By LESLIE G. AINLEY

opes of Legislative leaders for rogation by the last of this week e "gone a-glimmering," and the rs will be lucky if they can ck off work by the latter part ext week. Some few pessimists n see Aug. 1 or later as marking completion of the present Leg- ve session.

here are too many important ers still pending, and too many slative viewpoints on some of to permit quick disposal.

he hotly-debated Boston Port with its 15,000,000 bond issue faces its real test. Passed by House, it goes to the Senate tomorrow, and even if it wins approval without change, it must then survive a two-thirds vote of the Legislature on the matter of the bond issue.

Yet to be considered and certain to be the subject of considerable debate is Gov. Tobin's recently submitted $33,000,000 building program scheduled for a House Ways and Means Committee hearing tomorrow morning at 10:30 o'clock. The report of the committee must then be followed by action in the House and Senate and, probably, by further committee consideration.

The veterans' bonus question is still in early formative stage, with talk that Republicans, who have caucused frequently on the subject,

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SEES HUB WOOL TRADE LOST BY LACK OF PIERS

Urgent need, in the interests f labor and general prosperity hroughout the State and New ngland, for speedy enactment f the $15,000,000 Port of Boston uthority bill, which comes up for ction in the Senate tomorrow, as graphically described yester- ay by Daniel Donovan, interna- ional representative of the Long- horemen's Union.

Because of lack of port facilities, Donovan disclosed, a ship loaded with wool is even now tied up at the Mystic docks.

"Wool is the chief cargo of the Port of Boston," Donovan said. "If we can't handle one ship, how can we expect to handle a dozen or more? We've got to have more piers and we need them rignt away. Otherwise we're going to lose our wool trade entirely."

Indications of quick passage of the Shatttuck amendment by the Senate were strengthened yesterday when an informal poll of Senators showed an overwhelming percentage in favor of the measure. Sen. George W. Stanton, endorsing the amendment, said:

WARNS OF TRAGEDY

"One of the greatest tragedies in the history of Massachusetts will occur if the Legislature fails to appropriate the $15,000,000 requested by the Governor for development of the Port of Boston.

"Boston is the greatest natural port on the Atlantic seaboard, and money spent on it right now will bring permanent prosperity to Massachusetts. It will provide an outlet for Massachusetts produtcs with a minimum of transportation costs and will allow us to import material similarly.

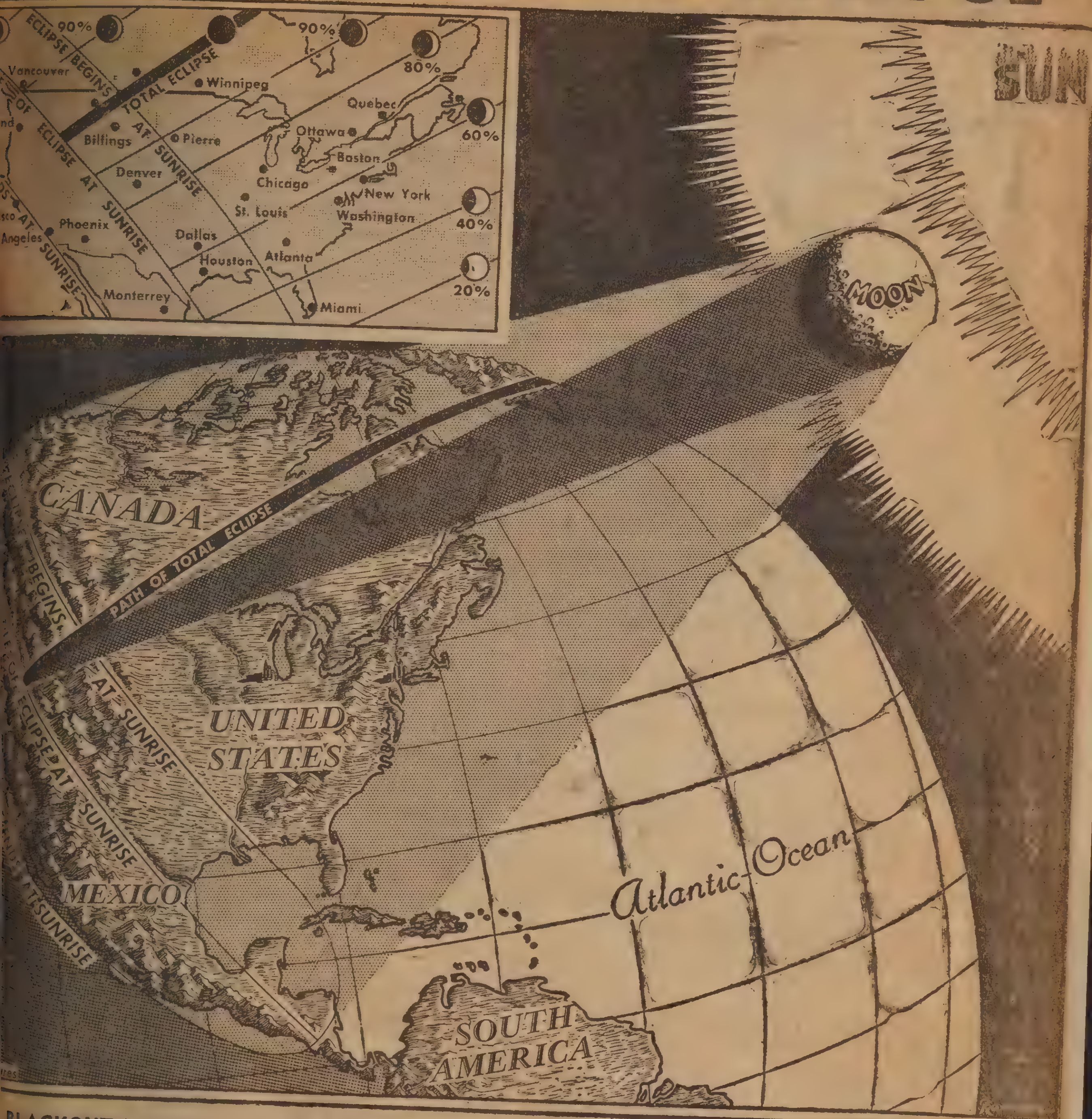
"It will mean that labor will enjoy an era of prosperity in peace times unprecedented in the history of this State."

°aURGES PASSAGE

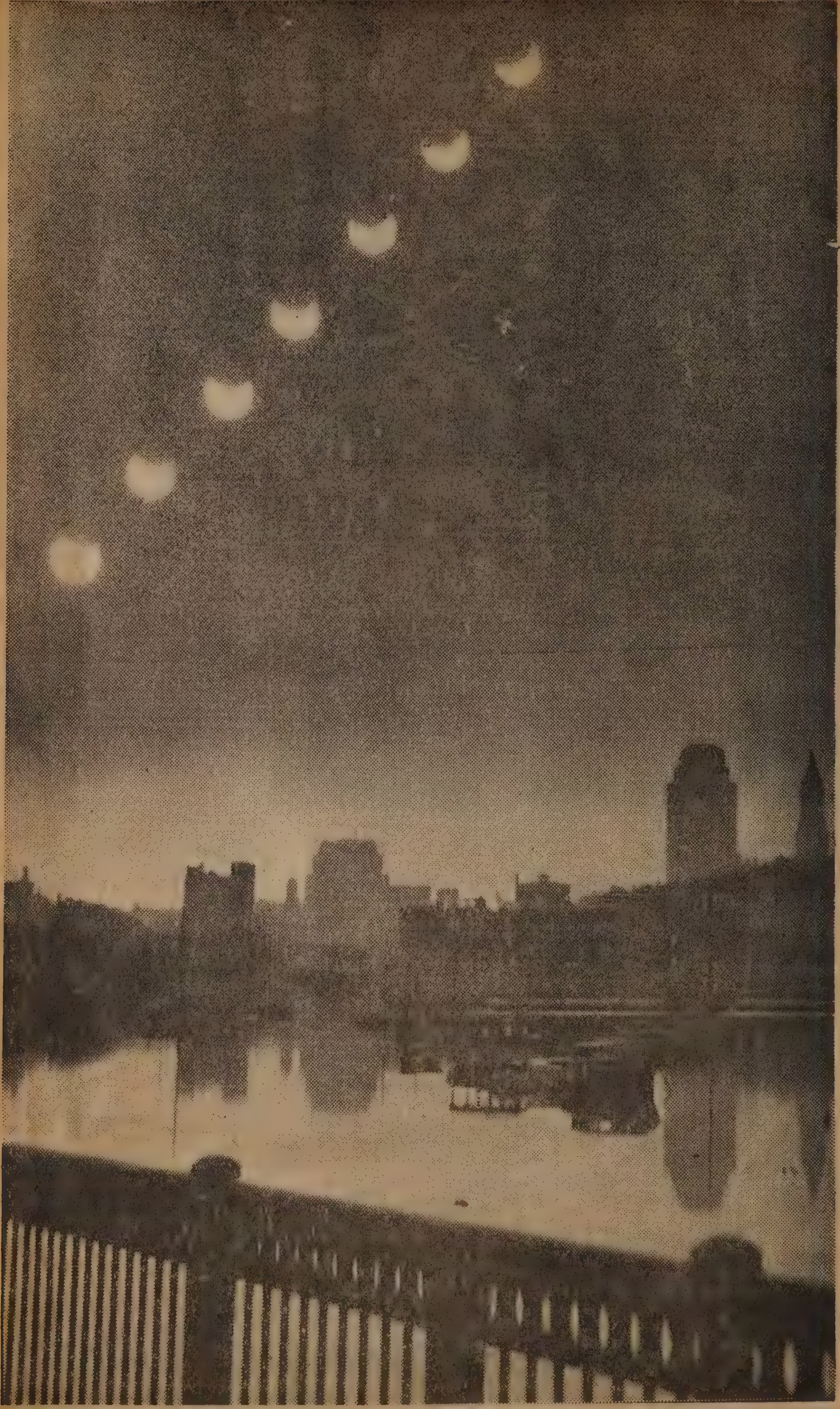
Urging passage of the amendment in the Senate, the Greater Boston Development Committee, Mass. Committee for Port Development, pointed out that with necessary facilities, the port can regain at least its prewar volume of traffic.

"The sum of $15,000,000 will enable the port to negotiate with several interests rather than one or two," a committee statement said. "It is obvious that the port is in a critical condition as far as facilities are concerned. Time is of the essence. We are faced with an emergency situation, and must adopt emergency measures."

PREVIEW OF THE ECLIPSE

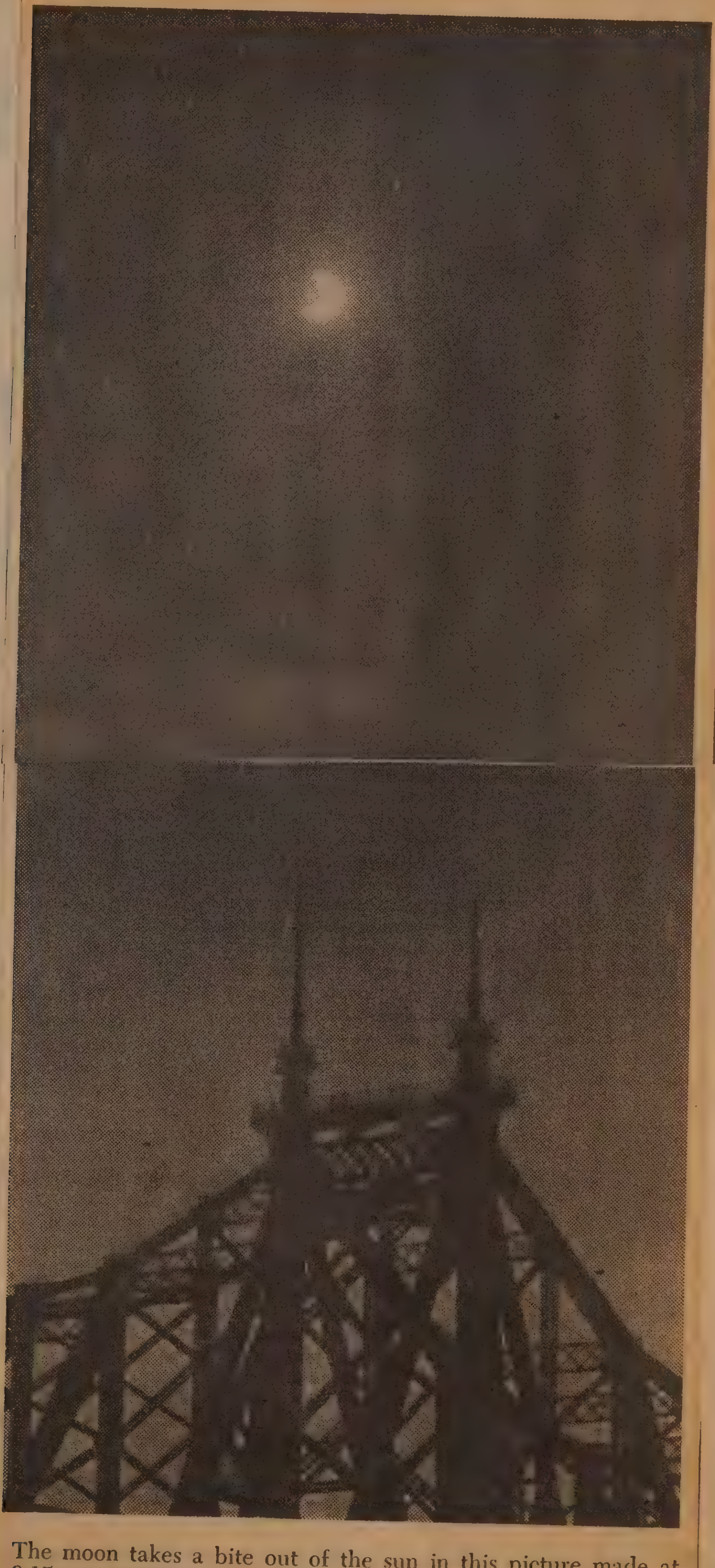

SUN
MOON
ECLIPSE BEGINS
TOTAL ECLIPSE
90%
90%
80%
60%
40%
20%
Vancouver
Winnipeg
Quebec
Ottawa
Billings
Pierre
Boston
Denver
Chicago
New York
Washington
St. Louis
Phoenix
Angeles
Dallas
Atlanta
Houston
Monterrey
Miami
OF ECLIPSE AT SUNRISE
AT SUNRISE
CANADA
PATH OF TOTAL ECLIPSE
BEGINS
UNITED STATES
MEXICO
Atlantic Ocean
SOUTH AMERICA

BLACKOUT MONDAY—The moon will put on a spectacular show Monday around 8 A. M. when it moves
the earth and the sun, producing a total eclipse, visible in a 30-mile path in Idaho and Montana. Through-
of the nation the masking of the sun will be partial. In Boston it will be 58 per cent. at 8:06 EWT. Scientists
ip equipment in Montana to study the total blackout, the first one visible in the United States since 1932.



PROGRESS OF ECLIPSE—This series of photographs, made on a single film by exposures at five-minute intervals by Ernest Hill, Traveler staff photographer, shows the path of the moon across the sun today up to 8:06 A. M., when the greatest part of the sun's surface was covered. The first exposure is that at the lower left. Composite picture was taken from Cambridge looking across the Charles river.

This Was It



The moon takes a bite out of the sun in this picture made at 8:15 a.m. yesterday from Sutton Pl. Below is a tower of Queensborough Bridge.

Photo by John De Biase, PM (4x5 Speed Graphic, Expo. 1/200 Sec., F.16, Yellow Filter)

Senate Gets

Port Bill

Warn Vet Jobs at Stake As Senate Gets Port Bill

Passage by the Legislature of the $15,000,000 Port of Boston Authority bill will result in bringing permanent prosperity to Massachusetts and save the citizens of the Commonwealth millions of dollars annually, it was predicted today as the measure went before the Senate for action.

Sen. George W. Stanton (D.) of Fitchburg, warning that failure to approve the appropriation would be "one of the greatest tragedies" in the history of the state, said:

"This bill, when enacted, will provide our returning veterans with decent, well-paying jobs that will give them the dignity and independence for which they fought and sacrificed."

The bill was passed by the House last week after the ways and means committee's recommendation for a reduction to $5,000,000 was overturned by amendment.

The amendment, proposed by Rep. Henry L. Shattuck of Boston, would allow the new Port Authority to expend only $5,000,000 of the $15,000,000 appropriation immediately, the balance to be held for release by the Legislature, to which body any specific project calling for more funds must be submitted.

The Greater Boston Development Committee today warned that after the first $5,000,000 had been expended, a stalemate in port development may result from the amendment.

"The amended bill gives more latitude than the bill reported by the ways and means committee," the development committee stated. "Nevertheless, the Port Authority may find itself unable to go ahead and meet pressing demands for the port because of the time factor involved in obtaining legislative approval."

Meanwhile, Boston Navy Yard Local No. 249 of the CIO United Federal Workers of America, in a communication to this newspaper, declared that "we are 4000 strong behind your splendid efforts in behalf of the $15,000,000 Port of Boston Bill. In this way we hope to bring to the attention of the State Senate our feelings in this matter."

A two-thirds vote is necessary in House and Senate to authorize the $15,000,000 bond issue.

18—Boston American, July 9

Port's Future Lies In Senate's Hands

THE Massachusetts Senate should appropriate the FULL FIFTEEN MILLION DOLLARS which the leaders of labor, industry, business and banking have requested for the IMMEDIATE restoration of the Port of Boston.

If we want our rightful share of postwar commerce we must begin the construction of docks, piers and other harbor facilities NOW.

We cannot delay, procrastinate or, as one legislator has said, play "peanut politics."

If we do, we shall send Boston business to other Atlantic ports and deprive our people of several hundred thousand jobs.

The shipping companies of the nation and world are interested in what we are doing TODAY.

They do not care much about what we say we may do tomorrow, next year or the year after.

They have been listening to our empty talk for decades, and they are understandably weary of it.

If we want to convince anybody that we are really going to have a modern port we must show a little belated ACTION.

WE SHOULD remember that New York, our princiapl rival, will shortly spend nearly a billion dollars to improve her already great port; that Baltimore, which is only one-third as large as Boston, is receiving a grant of $50,000,000 from the State of Maryland; that Philadelphia, which is located on a river, far from the open sea, is getting $31,000,000 from Pennsylvania, and that even a small port like Savannah, Georgia, has $10,000,000 for expansion.

SURELY ANY SENATOR OR REPRESENTATIVE WHO DESIRES THE PEOPLE OF MASSACHUSETTS TO ENJOY PROSPERITY AFTER THE WAR CAN HARDLY BEGRUDGE THE APPROPRIATION OF FIFTEEN MILLION DOLLARS FOR BOSTON, WHICH IS THE NEAREST AMERICAN PORT TO THE BRITISH ISLES AND EUROPEAN CONTINENT AND CONSEQUENTLY THE NATION'S POTENTIALLY BEST PORT.

As a matter of fact, the fifteen million dollars will not be an expenditure. It will be an INVESTMENT.

If the men appointed to the Port of Authority are not hamstrung and made subservient to politics and politicians, the whole fifteen million dollars will be returned to the taxpayers WITH INTEREST in the form of better jobs, more abundant employment opportunities and higher wages.

SENATORS and Representatives sh heed the warning of the Massachus Development Committee which has said:

"The Port of Boston is in a criti condition as far as facilities are concern Time is of the essence. WE ARE FAC WITH AN EMERGENCY SITUATIO AND MUST ADOPT EMERGEN MEASURES.

"While we are engaging in bitter bates over whether $5,000,000 or $1 000,000 should be granted for the devel ment and modernization of the port, other Atlantic coast ports have recei huge appropriations. . . .

"Some of these ports are now gett traffic that used to come to Boston, they will do all in their power to hold business.

"Since 1920, Massachusetts has more firms and industrial jobs than other industrial State in the nation.

"Unless we provide the necessary for our industries we will be commi economic hara-kiri . . .

"The question narrows down WHETHER WE ARE INTERESTE REHABILITATING THE PORT MERELY TALKING ABOUT IT. answer to this question lies with the ent members of the Legislature."

THE BOSTON DAILY RECORD
Monday, July 9, 1945—Page 7

Boston Port Bill Goes to Senate

With its many backers confident of quick passage, the $15,000,000 Port of Boston Authority Bill comes up for action today in the Senate, in the face of a warning by the Greater Boston Development Committee that, after the first $5,000,000 is expended, a stalemate in port affairs may result.

This concerned the amendment by Rep. Henry L. Shattuck, of Boston, under which port projects for funds beyond the initial $5,000,000 would depend upon approval not only by the Governor and council, but by the Legislature. The ways and means committee had recommended a reduction from the $15,000,000 to $5,000,000 until definite specifications could be approved by the next Legislature.

The amended bill gives more latitude than the bill reported by the ways and means committee," the development committee stated. "Nevertheless, the Port Authority may find itself unable to go ahead and meet pressing demands for the port because of the time factor involved in obtaining legislative approval."

Meanwhile, Boston Navy Yard Local No. 249 of the CIO United Federal Workers of America, in a communication to this newspaper, declared that "we are 4000 strong behind your splendid efforts in behalf of the $15,000,000 Port of Boston Bill. In this way we hope to bring to the attention of the State Senate our feelings in this matter."

A two-thirds vote is necessary in House and Senate to authorize the $15,000,000 bond issue. The House engrossed the measure last week, 116 to 87, but a two-thirds decision is necessary when the bill goes back to the House for enactment.

Boston Daily Glob
MONDAY, JULY 9, 1945

Sen. Stanton Sees Prosperity for Mass. in Port Bill Passage

Senator George W. Stanton, Dem., of Fitchburg, told the Globe last night: "One of the greatest tragedies in Massachusetts history will occur if the Legislature fails to appropriate the sum requested in the Port Authority bill."

The $15,000,000 port bill, approved in amended form by the House last week after a bitter fight, goes to the Senate today, where proponents anticipate swift passage.

"Passage of this bill," Stanton said, "will bring a permanent prosperity to Massachusetts, and will save our citizens millions of dollars annually, because increased port facilities will allow importation of materials at minimum expense.

"This bill, when enacted into legislation, will provide our returning veterans decent, well-paying jobs that will give them the dignity and independence for which they fought and sacrificed," Stanton said.

Originally $15,000,000, the appropriation was slashed to $5,000,000 by the House Ways and Means Committee in a House report. An ensuing battle saw partial victory for backers of the bill through an amendment offered by Representative Henry L. Shattuck of Boston which provided that $5,000,000 be appropriated immediately, and the remaining $10,000,000 issue only on a request approved by Gov. Tobin, his Council and the Legislature.

The Greater Boston Development Committee and the Massachusetts Committee for Port Development, in a joint statement, have warned that if such a request for additional funds should be stalemated for any reason, Boston would be left far behind in shipping competition with other already well-developed East Coast ports.

A number of Senators reached by the Globe last night for their opinions on the bill they will consider today were, with one ezception, all in favor of its passage. One Greater Boston Senator said he intended to offer an amendment providing that Port Authority members be appointed to represent labor, industry, and other interested enterprises.

"THE PORT CRISIS"

Stressing that the future welfare of all the people of the Commonwealth of Massachusetts are involved, the Greater Boston Development Committee and the Massachusetts Committee for Port Development have prepared a joint statement, entitled "The Port Crisis," to be placed in the hands of each Senator and Representative prior to further consideration of the Port Authority bill in the Senate today.

The statement summarizes the essential facts concerning the emergency situation confronting the Port of Boston. It specifically covers various points raised in argument against the $15,000,000 appropriation and seeks to clarify the issues now before the Legislature.

BOSTON NEWS BUREAU

Monday, July 9, 1945

Port Bill Must Be Passed

The Massachusetts Legislature today begins one of the most momentous weeks in its history as it moves into the home stretch of what will be recorded as the Commonwealth's most costly General Court. It is expected that before prorogation, bills calling for expenditures of $400 million to $500 million will be placed on the statute books. The final figure will be determined largely by the size of the soldiers' bonus, which may run from $60,000,000 to $160,000,000.

The 1945 Legislature can greatly influence the future of the Commonwealth. Only time will give the answer to the ability of this wartime General Court to meet the test. No Legislature has ever been called upon to decide so many important issues of vital interest to the people of the state. Many decisions will be postponed until next year. The resort to special recess commission studies this year is on a scale unequalled in Massachusetts Legislative history. Before the session ends, however, the number of such commissions will be pared considerably.

One of the bitterest battles of the 1945 session is now in progress. It revolves around the bill to create a Port of Boston Authority. The first phase of the fight was won in the House last week when that body approved a $15,000,000 measure, of which $5,000,000 would be available immediately and $10,000,000 "frozen." The bill will come up for debate in the Senate today. It is believed that the going will be much easier in the upper chamber than in the House. Senate engrossment, however, will only clear the way for the real battle,—enactment of the bill. In view of the fact that a bond issue is involved a two-thirds vote of both branches of the General Court is required.

The House vote last week was not a two-thirds majority and has led to the belief in some quarters that the bill may fail of enactment for that reason. Proponents of the bill, on the other hand, are concentrating their efforts on obtaining the necessary two-thirds majority. It is understood that a number of House members who voted "no" last week, will support the bill when it comes up for enactment. Nevertheless, it is by no means certain that the required two-thirds vote of members present will be obtained. Hence the pressure on the General Court to vote "right."

The fact that the Legislature has a record-breaking monetary program before it is no reason why a bill of such vital importance to the Commonwealth as the port measure should not be enacted and with adequate funds to start the project of rehabilitation. The Greater Boston Development Committee points out that the $15 million may be needed to provide even the volume of port services existing before the war, due to the long neglect of the port, and "unless we take the needed action now, it might be better to abandon the bill * * * * and plan only such business as can be handled by a minor, second-rate port."

This appears to be the last opportunity, under favorable circumstances, to revive the Port of Boston. The best brains in the business community is of the opinion that we must take positive action now. This is also the position of organized labor. It is likewise the opinion of Governor Tobin and a majority of the members of the Legislature. But a bare majority is not enough. A two-thirds majority must be obtained. And it can be obtained if those voting with the opposition will weigh all the facts and try to look ahead to the future, as does industry, which must consider the sort of port Boston will have as it makes its plans for the postwar era.

A number of legislators are disturbed by the question of financing the project. This is surprising in view of the comprehensive discussion of the subject before the House ways and means committee a month ago. Apparently all legislators are not up to date on what goes on before that important House committee.

Interests familiar with the bond market stated at the time that it is vital to take advantage of current low interest rates. A 1-40 or 1-50 year serial bond issue, it was pointed out, could be sold on a $1\frac{1}{4}\%$ basis and shorter term bonds at a lower rate.

Funds to pay interest charges and amortize the bonds will come from state leases of the facilities or from steamship companies which will pay for the use of facilities on a dockage or wharfage basis, according to Andrew Lane, executive secretary of the present Port Authority.

It may be unfair to compare the value of one project with another, but frequently on Beacon Hill the view has been expressed that the port program is more important than the development of the Logan International Airport. Aviation interests, of course, may differ with that view.

The opportunity to restore Boston to its proper place as one of the great water terminals of the nation is at hand. Are we to "miss the boat?" The answer lies with the Massachusetts Legislature.

Senate Should Vote For Prosperity

OUR postwar prosperity and the well-being of millions of people depend on the Massachusetts Senate.

If that important law-making body approves the expenditure of AT LEAST FIFTEEN MILLION DOLLARS for the immediate restoration of the Port of Boston, we may expect new business, new jobs and higher wages and incomes.

But if the Senate makes the tragic mistake of decreasing the appropriation or of harmstringing the Port Authority with political curbs and restrictions, we might as well reconcile ourselves to another period of depression and stagnation.

If we lack faith in ourselves there is no reason why the shipping companies of the world should want to have anything to do with us.

If we do not have enough confidence in our leaders of labor, business, industry and banking to spend the MINIMUM AMOUNT OF MONEY which they all agree is necessary, then we cannot blame exporters and importers for using other ports.

When we realize that the cities and States which have taken millions of dollars worth of trade away from us and are prepared to take more, will shortly invest a billion dollars in new maritime facilities we are bound to admit that fifteen million dollars is a relatively small and insignificant investment, especially in view of the fact that every dollar of it will be paid back with interest.

The Massachusetts Committee for the Port Development rightly says:

"Since 1920, Massachusetts has lost more firms and industrial jobs than any other industrial State in the nation.

"Unless we provide the necessary tools for our industries, we will be committing economic hara-kiri.

"The issues before us rise above personalities and special interests.

"They involve the future welfare of ALL THE PEOPLE IN THE COMMONWEALTH. We are all in the same boat and will survive or sink together.

"Public-spirited citizens representing all groups—labor, business, agriculture and consumers—have devoted a tremendous amount of time and effort to bringing the facts on the critical situation of the port before the people.

"They cannot be expected to work on this indefinitely but should turn this task over to a strong Port Authority with adequate powers and all the necessary money to place the operations of the port on a business-like basis.

"The question narrows down to whether we are interested in rehabilitating the port or merely talking about it.

"The answer to this question lies with the present members of the Legislature."

15 Billion Hub Port Bill Urged by City Counci

The City Council, by unanimous vote, today went on record in favor of the $15,000
000 Port of Boston Authority bill pending in the Senate and designed to make Boston
major shipping center in the post war ear.

Councilor William A. Carey
Roxbury, who introduced a res
lution recommending passage
the measure, declared that "t
prosperity of Boston, Massach
setts, and most of New Engla
was dependent on a busy port
Boston."

Carey said more enterprisi
sections of the country "ha
been taking away business that
rightfully ours and it is essent
that we improve the shippi
facilities if we are to share
the postwar world reconstructi
business."

Councilor James S. Coffey
East Boston said he was "who
heartedly" behind the measu
and urged the Legislature "to p
vide enough money to make B
ton a port worthy of the cit
importance in world commerce

The council took action shor
after Sen. George W. Stanton (
of Fitchburg warned that fail
to approv tehe Authority app
priation would be "one of
greatest tragedies in the Sta
history." He said:

"This bill, when enacted,
provide our returning veter
with decent, well-paying jobs t
will give them the dignity and
dependence for which they fou
and sacrificed."

The bill was passed by
House last week after the w
and means committee's rec
mendation for a reduction to
000,000 was overturned by ame
ment.

The amendment, proposed
Rep. Henry L. Shattuck of
ton, would allow the new
Authority to expend only $5.
000 of the $15,000,000 approp
tion immediately, the balance
be held for release by the Legi
ture, to which body any spe
project calling for more f
must be submitted.

THE BOSTON DAILY GLOBE—MONDAY, JULY 9, 1945

15 Million Boston Port Bill Expected to Pass Senate

The Boston Port Authority bill, with its $15,000,000 appropriation for improvement of port facilities, came up on the floor of the Senate today on its way through the Legislative mill.

With proponents predicting passage of the measure by the Senate, the bill still has to go through the two houses of the Legislature again. Passage this time by the Senate will be by majority vote but on its second trip through, the Legislature must pass it by a two-thirds vote to make the financial provisions effective.

The bill, now carrying an amendment by Representative Henry L Shattuck which makes $5,000,000 available on passage and the remaining $10,000,000 after a return trip to the Legislature, provides for raising the money by a bond issue.

Boston committees which have been urging passage of the bill have accepted the Shattuck amendment and seek prompt passage of the bill so that improvement of port facilities can be quickly begun in anticipation of postwar trade.

Senator George W. Stanton, Dem., of Fitchburg, declared last night that "one of the greatest tragedies in Massachusetts history will occur if the Legislature fails to appropriate the sum requested in the Port Authority bill."

Senator Stanton said the bill would provide returning veterans with work.

BOSTON TRAVELER, MONDAY, JULY 9, 1945

Opponents of Hub Port Bill Reverse Stand

By BOB SIBLEY

The Boston Port Authority bill, carrying provision for $15,000,000 with which to rebuild harbor facilities, was expected to come up for action today in the Senate, with several new developments indicating the prospects for passage have brightened within the past few days.

LIGHTER OPPOSITION

On the basis of unofficial polls of Senate members, it appeared there would be no such hectic opposition in the Senate as was offered last week before the House passed the measure and sent it to the upper branch.

Also encouraging was the report that some representatives who were strongly against the bill at the time it was before the House have become convinced that the future prosperity of the port is definitely tied up with passage of the bill with the full $15,000,000.

Some of the former opponents, it was understood, may now be counted upon not to vote against the port bill when it comes up for enactment in the House, with a two-thirds vote needed to carry the $15,000,000 bond issue proposal.

House members who were outspoken against the $15,000,000 appropriation may not vote for it, in order to avoid a complete reversal in the records, but many are expected to refrain from opposing it, thus permitting the needed two-thirds vote.

One authority on legislative affairs went so far today as to assert flatly that "there is no doubt about getting it passed through both branches."

In the Senate, further strength for the port measure, termed by scores of public officials and civic leaders as the most important bill before the Legislature in years, was rallying.

STANTON URGES PASSAGE

Senator George W. Stanton, Fitchburg Democrat, declared that failure to pass the bill with the $15,000,000 appropriation would be "one of the greatest tragedies in Massachusetts history."

July 9, 1945

Fred E. Crawford, Esq.
30 Lincoln Street
Watertown 72, Mass.

Dear Fred:

I have had out and read from the Belmont Public Library the remarkable tribute paid by you to the memory of Mrs. Crawford, in the book written and privately published by you. It is superb and certainly something to be cherished by a great many people. For my collection I would like to have a copy of the print that appears at page 87 -- "The Trout Brook at Guildhall" -- if you have an extra copy you can spare.

I hope to see you at Guildhall soon, my plans now being to go up on about the fifth of August -- the exact time being dependent on securing train accommodations. As you have read in the papers, the deployment of troops to the Pacific is restricting civilian travel more and more.

Sincerely yours,

Jay R. Benton

JRB:BCC

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., July 3, 1945.

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

July 9th.

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,
WALTER E. BORIGHT,
Treasurer.

OFFICERS 1945

JAMES R. LOGAN	*President*
JAY R. BENTON	*Vice-President*
WALTER E. BORIGHT	*Treasurer - Clerk*

DIRECTORS

Walter F. Beetle
Irving F. Munroe
Amos L. Taylor
James R. Logan
Samuel Alcock
Jay R. Benton
Dr. Ransom A. Greene
Charles F. Merrow
William H. Short
Walter E. Boright
H. Thaxter Underwood
Gen. William J. Keville
Edwin A. Cheney
Dr. W. Franklin Wood
Giles M. Smith

SECURITY COMMITTEE

Samuel Alcock
James R. Logan
H. Thaxter Underwood

FINANCE COMMITTEE

Walter F. Beetle
Charles F. Merrow
William H. Short

ATTORNEY AND CONVEYANCER

Edwin A. Cheney

BANKING HOURS

9 A. M. to 3 P. M.
Saturdays 9 A. M. to 12 noon
Second Monday 9 A. M. to 6 P. M.
Tel. Belmont 2800

Payments may be made at

STATE STREET TRUST CO.
53 State Street, Boston

BELMONT CITIZEN OFFICE
72 Trapelo Road, Belmont

Waverley
Co-operative
Bank

At Waverley Square
Belmont - Massachusetts

SEMI-ANNUAL REPORT
JUNE 11, 1945

B. B. CHEMICAL CO.

OFFICES AND LABORATORIES AT CAMBRIDGE, MASS. FACTORY AT SOUTH MIDDLETON, MASS.

ADDRESS REPLY TO
784 MEMORIAL DRIVE
CAMBRIDGE, MASS.

July 9, 1945.

Dear Jay:

It was certainly very nice of you to go to all the trouble you have in regard to young Calnan, but it looks as though he were out of luck as far as Exeter is concerned. I will now have to look around to see what is the next best possibility. Thanks a lot.

Sincerely yours,

H W Hyde
mek

TO: Mr. Jay R. Benton
Boston Mutual Life Insurance Company
Boston, Massachusetts.

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., July 3, 1945.

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening, July 9th. at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,
WALTER E. BORIGHT,
Treasurer.

ATEMENT OF CONDITION

June 11, 1945

ASSETS

tate Loans	$2,568,486.26
oans	17,120.00
uilding	18,960.00
tate Owned	975.68
isurance Fund	27,418.04
nts (U. S. Bonds, etc.)	556,100.00
d Due from Banks	144,695.07
ssets	2,597.17
tal	$3,336,352.22

LIABILITIES

Profits	$1,059,024.64
s	1,937,200.00
Savings Account	9,893.57
are Account	4,843.03
ue July 9th	12,008.73
ole	100,000.00
ilities	6,080.18
serves	65,326.32
urplus, and Reserves	141,975.75
	$3,336,352.22

d at the rate of 2½% per annum

Value Per Share, July 9, 1945

Does Not Include July Dues

Series	Date of Issue		Dues	New Profits	Total Profits	Present Value
99	July	1932	$156	$1.21	$39.72	$195.72
100	Oct.	1932	153	1.18	38.00	191.00
101	Jan.	1933	150	1.15	36.35	186.35
102	April	1933	147	1.12	34.68	181.68
103	July	1933	144	1.09	33.10	177.10
104	Oct.	1933	141	1.07	31.55	172.55
105	Jan.	1934	138	1.04	30.03	168.03
106	April	1934	135	1.01	28.60	163.60
107	July	1934	132	.98	27.21	159.21
108	Oct.	1934	129	.96	25.86	154.86
109	Jan.	1935	126	.93	24.52	150.52
110	April	1935	123	.90	23.22	146.22
111	July	1935	120	.88	22.00	142.00
112	Oct.	1935	117	.85	20.80	137.80
113	Jan.	1936	114	.82	19.65	133.65
114	April	1936	111	.80	18.54	129.54
115	July	1936	108	.77	17.46	125.46
116	Oct.	1936	105	.75	16.43	121.43
117	Jan.	1937	102	.72	15.43	117.43
118	April	1937	99	.70	14.47	113.47
119	July	1937	96	.67	13.53	109.53
120	Oct.	1937	93	.65	12.63	105.63
121	Jan.	1938	90	.63	11.76	101.76
122	April	1938	87	.60	10.93	97.93
123	July	1938	84	.58	10.14	94.14
124	Oct.	1938	81	.56	9.37	90.37
125	Jan.	1939	78	.53	8.64	86.64
126	April	1939	75	.51	7.94	82.94
127	July	1939	72	.49	7.26	79.26
128	Oct.	1939	69	.46	6.62	75.62
129	Jan.	1940	66	.44	6.03	72.03
130	April	1940	63	.42	5.44	68.44
131	July	1940	60	.40	4.91	64.91
132	Oct.	1940	57	.38	4.38	61.38
133	Jan.	1941	54	.35	3.90	57.90
134	April	1941	51	.33	3.45	54.45
135	July	1941	48	.31	3.03	51.03
136	Oct.	1941	45	.29	2.64	47.64
137	Jan.	1942	42	.27	2.28	44.28
138	April	1942	39	.25	1.96	40.96
139	July	1942	36	.23	1.64	37.64
140	Oct.	1942	33	.21	1.37	34.37
141	Jan.	1943	30	.19	1.13	31.13
142	April	1943	27	.17	.91	27.91
143	July	1943	24	.15	.73	24.73
144	Oct.	1943	21	.13	.55	21.55
145	Jan.	1944	18	.11	.40	18.40
146	April	1944	15	.09	.28	15.28
147	July	1944	12	.07	.18	12.18
148	Oct.	1944	9	.05	.10	9.10
149	Jan.	1945	6	.03	.04	6.04
150	April	1945	3	.01	.01	3.01

Series 99 matures October 8, 1945 at $200.96
(Last payment October 8, 1945)

ROPES, GRAY, BEST, COOLIDGE & RUGG
50 FEDERAL STREET
BOSTON 10

TELEPHONE, HANCOCK 9214
CABLE ADDRESS-"ROPGRALOR"

July 9, 1945

Jay R. Benton, Esq.
3 Pequossette Road
Belmont 78, Mass.

Dear Jay:

Thank you very much indeed for your helpful gift to the Fund.

It was nice you could get out to Commencement. I thought it was a pleasant party.

As ever,

Jack

SUN IN ECLIPSE IN BOSTON TODAY

Boston didn't exactly have a ringside seat for this rare event—the first total eclipse of the sun in North America since 1932.

But it did have an almost cloudless sky, more than could be said for many of the points of totality in far-off places where anticipating scientists had hauled sun gazing equipment worth thousands of dollars.

Beginning at 7:09 a. m., the moon began to take a tiny bite into the sun in the Boston area, and steadily gourged out an ever-increasing slice until only about 40 per cent of Old Sol's surface was visible at 8:06. The show was all over at 9:09 and so was the neck-bending.

Thousands of persons, especially young boys and girls, peered knowingly and importantly through smoked glasses, but just as many thousands of others took the whole phenomenon in stride.

Monday, July 9, 1945
Hot and humid again today -
I slept very well, however, last
night. Up at the regular time.
Breakfast on the Porch - Orange
juice - Ralstons. Escalloped Fish -
Toast - Iced Coffee - Monday Morn-
ing suitcase. To the square with Frances. Subway.
Office - hard at work - Dane not in until 11.30
had to take his wife to the Natick Hospital
for another examination. Out to lunch with Dane
at 12.40 - to Steuben's - Jellied Consomme -
Egg + Tomato Salad. Roll. Cottage cheese -
Iced Coffee. Iced Cantaloupe. To Jordan's -
Left film - Back to the office - Worked
all afternoon - Left at 4.45 with
Moody - rode home by the way
of Memorial Drive. Front Porch. Very warm.
Mary + Jim out to dinner, also on hand
Peter + Joan Sheldon. Sirloin Steak -
French Fried Potatoes. Asparagus on Toast.
Tomato + lettuce salad. Half a Bulkie roll. Milk.
Watermelon + Cantaloupe Balls. On His way to the Totem
Pole, Peter drove me down to the Waverley Cooperative
Bank. Directors' Meeting. Had a ride home with
Charlie Merrow. to bed at 10 o'clock.

SOME THUNDER LIKELY TODAY

Might Clear Air for Fair and Cool Tomorrow

Electrical storms, quite general throughout New England, was last night's official weather prediction for today, forecasting a cooling-off process which might make tomorrow cool and fair.

Yesterday, with a high temperature of 88 degrees in Boston for the high spot of the region, was comfortable by reason of a brisk wind out of the southwest.

A few scattered thunder showers were reported from western New England late yesterday and last night, but they are due to become more active today and reach the coast, cooling off the area for a most delightful day to follow, the weather man said.

Violent electrical storms flashed throughout New England early last night, dropping temperatures nearly 20 degrees in an hour, and terrorizing communities as lightning bolts struck many houses.

As an aftermath of the severe electrical storm late Tuesday afternoon, a large cable beneath the floor of the Municipal Light Department's sub-station gave way, suspending electric service throughout the town for nearly two hours.

Tuesday, July 10th 1945

Another warm day. Breakfast on the porch. Orange juice - corn flakes - Dropped Egg on Toast - Bacon - Iced Coffee - Another large pile of "Lifes" to go into Red Cross. To the Square with Frances. Subway - Office - At work - conferences with Skinner, Keene, and Johnstone - out to lunch at 12.30 to the Knockers Club at the Parker House - Gaspar Bacon, back from overseas, on hand - also Tom White, Jim Brown, Gerald Henderson, Charlie Barnes, Rutherford Smith, Jarvis Hunt.

Had Broiled Tripe Saute, Green Peas, Roll, Cottage Cheese, Iced Coffee, Banana, to Jordan's - got photo prints, looked for Bed Sheets in vain - Back to the office - Real Estate - Work. Left at 4.45 Home with Moody Ran into a very heavy thundershower - turned away from the river. Home. Front Porch - John, Mary, + Jim went out to dinner at the Red Coach Grill - Peter was away at Nahant Beach for the day. Frances + I had dinner alone

Called up Karl Hayes + sent a telegram to Sinclair Weeks.

AFTER FIVE DAYS, RETURN TO

U.S.

1945

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

VIA AIR MAIL

Ralph K. Oakley

Somewhere – the Pacific
July

Mom & Dad —

Haven't received mail for some while [illegible] been [illegible] traveling – [illegible] [illegible] on [illegible] ship [illegible] [illegible] – Unfortunately, I can't tell you where I am [illegible] [illegible]

I suppose you'll soon be heading for [illegible] [illegible] – [illegible] – give my best to everyone [illegible] the milkman!

[illegible]

[illegible] – [illegible] [illegible] – [illegible] [illegible] [illegible]

[illegible]

[illegible] [illegible] [illegible] [illegible]!

[illegible]

[illegible]

[illegible] making and progress

[illegible]

[illegible] it is —

[illegible]

[illegible] James [illegible]

[illegible] Yonker and Life [illegible]

[illegible]

[illegible] in Life I [illegible]

[illegible]

Page 4—Tuesday, July 10, 1945 THE BOSTON DAILY RECORD

See Senate O. K. on Port Bill Today

Press of business delayed action yesterday in the $15,000,000 Port of Boston Authority bond issue measure, but quick and favorable consideration in the upper branch of the Legislature is expected today. Toward this end the Senate Ways and Means Committee planned to meet early today before the Senate session opens, and prepare the bill for presentation on the floor. Meanwhile, the City Council yesterday, by unanimous vote, recorded itself in favor of the legislation designed to make Boston a major shipping center in the postwar era, restoring it to the commercial pestige it enjoyed in years past.

Introducing the resolution which recommended passage of the Port of Boston bill by the Legislature, City Councillor William A. Carey of Roxbury declared that the prosperity of Boston "and most of New England" is dependent on a busy port in Boston."

More enterprising sections of the country, he stated, "have been taking away business that is rightfully ours and it is essential that we improve shipping facilities if we are to share in the postwar world reconstruction business."

Asserting he was wholeheartedly behind the measure, Councilor James S. Coffey of East Boston urged the Legislature to "provide enough money to make Boston a port worthy of the city's importance in world commerce."

MONITOR, BOSTON, TUESDAY, JULY 10, 1945

Bay State Senate Prepares To Pass $15,000,000 Port Bill

Swift action to adopt the original Port of Boston bill, setting up a powerful Boston Port Authority and providing $15,000,000 for development of the port, was expected in the Massachusetts Senate today following the filing of a favorable report by the Senate Ways and Means Committee.

To expedite passage of the bill, which will have to go back to the House for concurrence, the Senate recessed at 1:45 p. m. after voting to reconvene at 3 p. m. and commence a second legislative day.

This procedure placed the highly important Port of Boston Bill before the Senate for action without further delay. The Ways and Means Committee reported on the bill after an executive session this morning.

While the Committee was meeting, Senate Democrats held a caucus to discuss the bill and, according to Senator Joseph L. Murphy of Boston, Minority floor leader, agreed to get behind the port bill for the full $15,000,000 sought in the original bill.

Last week the House adopted an amended port bill which earmarked $15,000,000 for the port development program but limited to $5,000,000 the amount to be spent by the proposed Authority without further action by the Legislature.

The House action came after the House Ways and Means Committee report, cutting the $15,000,000 appropriation to $5,000,000, was rejected.

Almost unparalleled support for the port bill, which came from leading business, industrial, and financial interests in Massachusetts was believed to have been effective in bringing today's favorable report from the Senate Ways and Means Committee.

Because it involves a bond issue, final enactment of the port bill will require a two-thirds vote in both houses. Although legislative leaders were confident that this majority would be achieved in the Senate, there was some doubt as to whether the House vote would be sufficiently large to enact the measure.

4—Boston American, July 10

Port Bill Nears OK in Senate

Removing an amendment which would limit expenditures, the Senate ways and means committee today recommended immediate passage of the Boston Port Authority bill and appropriation of $15,000,000 to return Boston to its former eminence as a world shipping port.

The committee's favorable report was unanimous and came after leaders of business, labor and industry throughout the state had urged approval of the full appropriation.

The measure was scheduled to be taken up by the Senate later today.

The amendment to control spending was tacked onto the bill in the House by Rep. Henry L. Shattuck, Back Bay Republican, who claimed it removed the "blank check" aspect of the original bill.

Under Shattuck's amendment the Port Authority would be limited to $5,000,000 expenditures between now and January after which the authority would have to seek approval of the Legislature for further spending.

The Seenate was expected to give quick approval to the measure which must then go back to the House for concurrence. If the House refuses to accept the bill without the amendment, a conference committee will be appointed to resolve the differences between the two branches.

While final decision was awaited the bill, which has been described as "the most important legislation of the session," added endorsement for the proposed port improvements was given by New Bedford labor unions.

Seraphim P. Jason, vice-president of the Massachusetts State Federation of Labor, a resident of New Bedford, said all locals in that city were in favor of the bill.

Jason urged "our legislators to act and get the port improvements started without delay."

Senate Acts on 15 Million Port Bill

The Port of Boston bill was favorably reported to the Senate by the Senate Ways and Means committee this afternoon and went before the full body at an extra session convened at 3 o'clock.

The Senate committee struck from the bill the Shattuck amendment which was approved by the House. The Senate action means that, if the House concurs, $15,000,000 will be made immediately available. The Shattuck amendment restricted the sum immediately available to $5,000,000.

Senate May OK Port Bill With No Restriction

A possibility that the Senate would be asked to pass the $15,000,000 Boston Port Authority bill "without any strings attached" was indicated today following a meeting of the Senate ways and means committee before the Upper House opened sessions.

Sen. Harris S. Richardson of Winchester, chairman of the group, said complete accord had been reached on the measure and it might be reported to the Senate during the afternoon.

Richardson said the committee "might" recommend the full $15,000,000 without the amendment which restricts spending to $5,000,000 until January and requires legislative approval of expenditures made after that date.

Senate Democrats were called into caucus today as members of the Senate ways and means committee were reported strongly in favor of substituting the original Boston Port Authority bill calling for an outright appropriation of $15,000,000, with no strings attached.

Quick passage was predicted in the Senate after the ways and means committee recommendation has been debated, with the House vote expected to be close.

Meanwhile, the Boston City Council, by unanimous vote, recorded itself in favor of the legislation designed to make Boston a major shipping terminal in the postwar era.

Introducing the resolution which recommended passage of the Port of Boston bill by the Legislature, City Councillor William A. Carey of Roxbury declared that the prosperity of Boston "and most of New England is dependent on a busy port in Boston."

More enterprising sections of the country, he stated, "have been taking away business that is rightfully ours and it is essential that we improve shipping facilities if we are to share in the postwar world reconstruction business."

Asserting he was wholeheartedly behind the measure, Councilor James S. Coffey of East Boston urged the Legislature to "provide enough money to make Boston a port worthy of the city's importance in world commerce."

Favorable Action On Port Bill Seen

Senate Ways and Means Committee Approval Is Expected Promptly

The Senate ways and means committee was expected to take action today on the Boston Port Authority Bill calling for a $15,000,000 appropriation for development of piers and other facilities, with $5,000,000 to be made available immediately.

There were indications that the Senate would lose little time in sanctioning the measure, and that it would be sent back to the House with few or no changes.

Some opposition was still anticipated in the House, but it was believed that the tremendous sentiment from civic bodies in favor of the bill, and warnings from all sides that the city's economic welfare was closely tied up in the project, had impressed many of the legislators.

BLUE STREAK EDITION
Boston Traveler
New England's Largest Evening Circulation
Complete Associated Press and United Press Wire Services
EST. 1825—121st YEAR—NO. 5—TUES., JULY 10, 1945 28 PAGES 3 CENTS

Port Bill Given Favorable Report

Senate Ways and Means Committee Recommends Full $15,000,000 Fund

The Senate committee on ways and means today reported favorably on the Boston Port Authority Bill, and recommended that the full appropriation originally proposed—$15,000,000—be allocated for the project.

The House had originally approved the measure, but with provision that only $5,000,000 be made available this year, and the question of the additional $10,000,000 be held over to next year's session of the Legislature.

The Senate was to take up the matter late this afternoon, with indications that there was strong support for the $15,000,000 to be raised through a bond issue.

TIMELY WARNING

CALLING the $15,000,000 Port of Boston bill one of the most important legislative measures in the State's history, Senator Stanton of Fitchburg has predicted:

"This bill, when enacted, will provide our returning veterans with decent, well-paying jobs that will give them the dignity and independence for which they fought and sacrificed."

We believe that the Senator is absolutely right.

It is hard to imagine anything more disappointing to the returning service men than the discovery that the Legislature had neglected to provide adequately for the port and has thus doomed millions of Massachusetts people to a needless depression.

As every leader of labor, business and industry has said, the PORT IS THE FOUNDATION OF ANY ENDURING PROSPERITY WE EVER CAN EXPECT TO ENJOY.

If the port sinks further into decay—as it surely will if the $15,000,000 appropriation is denied—every city, every town, every hamlet in the Commonwealth will be blighted for years.

16—Boston American, July 10

From HOME OFFICE —
BOSTON MUTUAL LIFE INSURANCE COMPANY.
160 CONGRESS STREET BOSTON.

For Immediate Release

The steady growth and achievements of the Boston Mutual Life Insurance Company, are reviewed in a report issued by President Jay R. Benton to the directors, the home office staff, and agency forces.

During the past year, the Company, now in its fifty-fourth year of service, continued to show consistent progress. Total admitted assets, premium income, and excess of income over disbursements attained all-time highs.

For the fiscal year of 1944, increase of insurance in force totalled $9,437,018; for the first five months of 1945, the gain was $4,827,514, making the total insurance in force May 31, $134,047,520. For 1944 excess of income over disbursements, $2,310,866; for the first five months of 1945, $913,727. Stocks and bonds for 1944 totalled $18,485,267, of which $16,633,846 is in United States Bonds. Cash in banks $501,000. The gain in policyholders brought the total to $371,219.

The five months 1945 period shows premium income amounting to $2,351,660; gross assets increased $2,614,695 over a year ago; surplus increased $322,969. Since the first of the year $844,822 has been paid to policyholders; increase in legal reserves was $958,000.

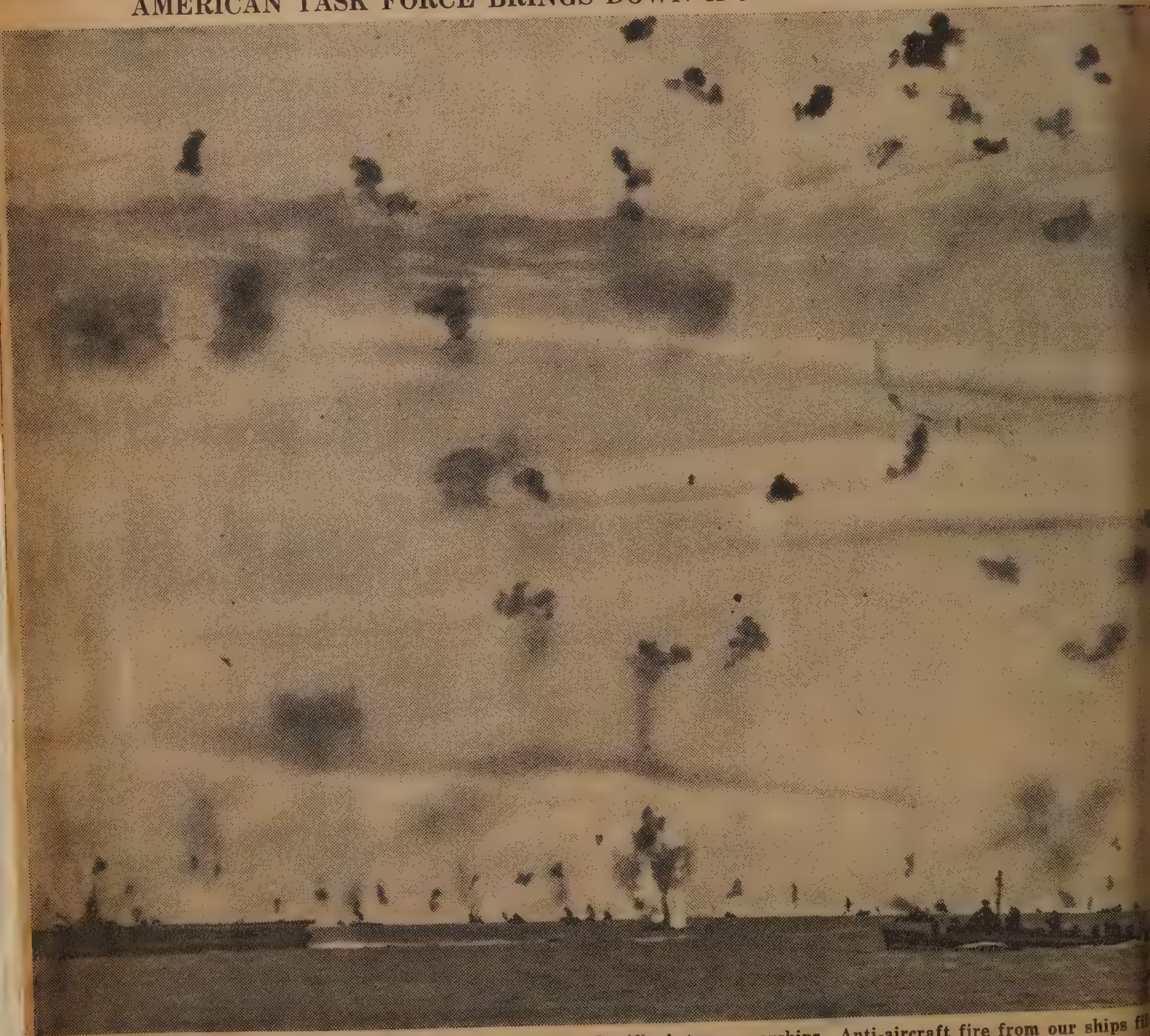
Mr. Benton points out that this advancement is being made despite man power shortage and other war time contingencies. Improved income and financial status of policyholders is indicated by reduction in the number of policy loans and cash surrender values.

P. O. Sq. Loses Old Clock Landmark

Office workers in the Post Office sq. district missed a familiar landmark as they hurried to their jobs today and found that the huge clock on the tower of the old New England Mutual Life Insurance Building had been removed during the night.

A section of the clock had been taken away previously by workmen who are dismantling the structure.

AMERICAN TASK FORCE BRINGS DOWN A JAPANESE SUICIDE PLANE



The enemy craft sends a splash into air as it plunges into the Pacific between warships. Anti-aircraft fire from our ships fil

The New York T

Wednesday, July 11, 1945

Mr. Carlos Hodge
Guildhall, Vermont

Dear Carlos:

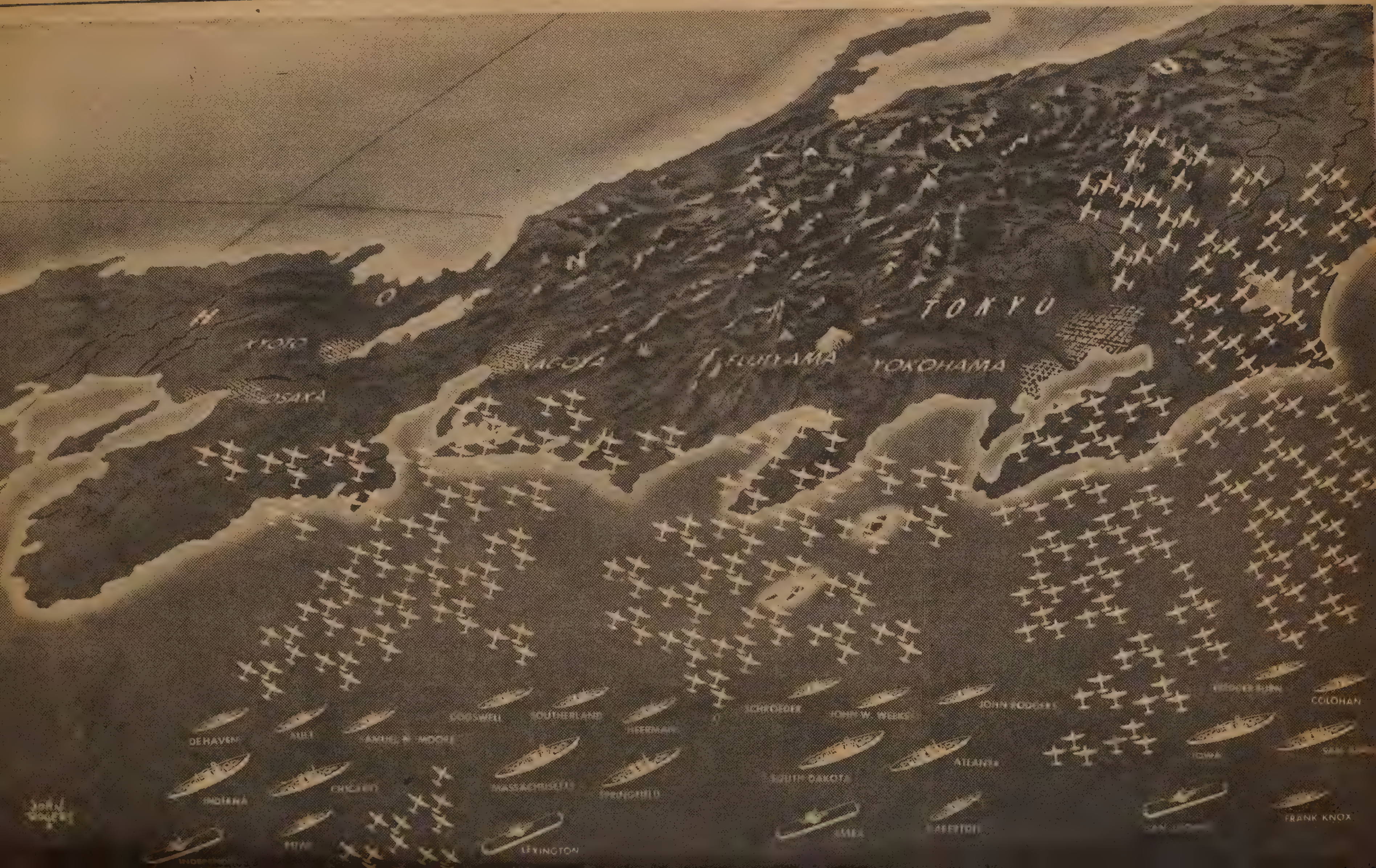
I plan to go up to Guildhall on Sunday, August 5th, for my vacation and that being the case must write you without further delay about getting the cottage and grounds ready for our arrival and occupancy. The first thing to do, I think, should be to cut the grass and trim up the grounds. The subsequent things to be attended to you know all about, having handled them so well in previous years. Any details you are in doubt about you can consult with Karl Hayes and I know he will be glad to give you a hand. Drop me the enclosed post card so that I will know all will be attended to.

I read in the "Coos County Democrat" about Oleana being ill and I hope now she is fully recovered and O.K. again.

Very truly yours,

Jay R. Benton

JRB:BCC
Enclosure


H
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FUJIYAMA
YOKOHAMA
TOKYO
DE HAVEN
AULT
SAMUEL N. MOORE
COGSWELL
SOUTHERLAND
INDIANA
CHICAGO
MASSACHUSETTS
SPRINGFIELD
LEXINGTON
SCHROEDER
JOHN W. WEEKS
JOHN RODGERS
SOUTH DAKOTA
ATLANTA
COLOHAN
IOWA
FRANK KNOX

THE BOSTON HERALD, WEDNESDAY, JULY 11, 1945

FULL PORT FUND VOTED

NATE ASKS MILLIONS W, 28 TO 1

rliamentary Jam
ith House Due
r Action Today

By JOHN O'CONNOR

Massachusetts Senate
down the line almost
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$10,000,000 balance held up
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port commission to be estab-
under the measure.

ACTS TODAY

bill will return to the House
or concurrence with the Sen-
endment, and Rep. Peter J.
of Revere, Republican whip
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al, is expected to move for
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ttee to seek an agreement
n the House and Senate.

In view of the vote taken in the House last week, it appeared doubtful that House supporters of the bill could muster the two-thirds vote that would be necessary to enact the $15,000,000 plan.

The Senate vote to engross the bill was 28 to 1, with Senator Charles F. Jeff Sullivan, Worcester Democrat, alone voting against it. Senators Ralph V. Clampit of Springfield and Edward C. Peirce of New Bedford were paired voting in opposition.

It was Senator Clampit who fought unsuccessfully to reduce the bond issue from $15,000,000 to $5,000,000.

'PRESSURE CAMPAIGN'

"The same press which criticized the Legislature in other years are now seeking this," protested Clampit. "This is a pressure campaign, and I propose to stand up under it. This is nothing but a $15,000,000 blank check."

Proponents of the bill apparently were so certain of their ground that only a few of them bothered to take the floor to oppose Clampit's amendment.

Democrats rose in protest, however, when Senator Richard S. Bowers, Brookline Republican, offered another amendment requiring that the proposed port authority consist of the city of Boston and state public works commissioners, plus seven appointees of the Governor. One of these seven would be chosen from two nominated by the Boston Chamber of Commerce; one to be a nominee of the Massachusetts Warehousemen's Association; one nominated by the Employers Group of the Motor Freight Carriers; one nominated by the Boston Conference of Steamship Operators and Contracting Steyedores; a railroad executive and a representative of organized labor.

"This is a slap in the face of the Governor," argued Senator Charles I. Taylor, Boston Democrat. "In his political career he has made appointments that have been satisfactory to the people at large. I for one resent it. I favor the port bill, but I will never vote for the bill if it takes from the Governor the power that belongs to him."

SHOUTED DOWN

Senator Bowers protested that he had confidence that Gov. Tobin would appoint outstanding men, but explained that his amendment would insure that the membership of the auhority would represent a fair cross-section of industry and labor.

When Senators Donald W. Nicholson of Wareham, Republican floor leader, and James Austin Peckham Wellesley Republican, also called for defeat of the Bowers amendment, the Senate shouted down the proposal, and Senator Bowers did not challenge the vote.

Before approving the $15,000,000 bond issue, the Senate also struck out an amendment offered by Senator Wlliam R. Conley of Chelsea which would have required the authority to "consider" East Boston in planning the location of piers.

The vote to eliminate this amendment was 15 to 15 on roll call, with Senate President Arthur W. Coolidge casting his vote to create a tie and thus negative the Conley amendment.

BOSTON POST, WEDNESDAY, JULY 11, 1945

$15,000,000 GIVEN PORT BY SENATE

Roll Call Is 28 to 1, But House Not So One-Sided

BY WILTON VAUGH

Casting aside all delaying restrictions, the State Senate late yesterday by a roll call vote of 28 to 1 ordered to be engrossed the bill creating a real Port of Boston Authority with an initial bond issue of $15,000,000 to start building piers and other waterfront improvements to attract world commerce here.

HOUSE MAY ASK CHANGES

The bill was then sent back to the House, where a two-thirds vote will be needed to enact it. The House had engrossed the bill with a vote of 116 to 87 with an amendment allowing an initial $5,000,000 for the Authority to start work and $10,000,0000 more promised for next year.

Whether the sponsors of the legislation, including the bankers, industrial leaders and organized labor, can induce the House opposition to back down and agree to the Senate bill will not be determined until tomorrow when the $15,000,000 straight bond issue comes up for debate in the lower branch of the Legislature.

Sen. Charles F. Jess Sullivan, who is running for Mayor of Worcester, cast the only vote against the bond issue yesterday on the Senate roll call, but he did not enter the debate or give any explanation for his solitary action.

Sens. Ralph Clampit of Springfield and Edward C. Peirce of New Bedford opposed the measure from the floor and favored cutting the bond issue down to $5,000,000. On the roll call their opposition votes were paired by Sens. Johnston of Clinton and Cusson of Haverhill, who favored the full amount.

Features of Debate

The first drive against the bill yesterday in the Senate was led by Sen. Richard S. Bowers, Brookline Republican, who offered an amendment restricting the Governor in his appointments. He proposed a seven-man authority to consist of the State and the Boston public works commissioners and representatives of the Chamber of Commerce, Associated Industries, Warehousemen's Association, motor freight carriers, steamship operators and contracting stevedores, a railroad executive and a labor representative. Each of these groups would have been allowed to nominate two representatives from whom the Governor would have appointed one to serve on the Port Authority.

Demanding the original bill which gave the Governor full authority to appoint an Authority of five members, not more than two of whom could be residents of Boston and not more than three members of the same political party, Sen. Charles I. Taylor of Dorchester, protested that the Bowers' amendment was a slap at the Governor. "I resent it and if you insist on this unfair amendment, I will be forced to vote against the port bill. I favor the port development but I also insist that we should not take away the powers that belong to the Governor. The people at large elected him and his appointments have been satisfactory to them," said Sen. Taylor.

Sen. Bowers said that he had confidence in the Governor to appoint outstanding men, but that he had offered the amendment to insure that the Port Authority would constitute a fair cross-section of labor and industry. When his amendment was defeated on a voice vote, Sen. Bowers offered no further resistance and cast his vote for the port bill as recommended by Senate ways and means.

Explaining that a warehouse group in New Bedford got control of the State pier and used it for storage purposes, killing the normal shipping business for which it had been erected, Sen. Edward C. Peirce, New Bedford Democrat, spoke in opposition to the Boston port development bill.

Nicholson Favors Bill

Sen. Donald W. Nicholson of Cape Cod, the Republican floor leader, spoke in favor of the bill. "I think there'll be plenty of searchlights put on the Boston Port Authority," he said. "I think the Governor should be given authority. It is not up to the Senate to tell the Governor whom he should name to the Authority," said the Wareham member.

Asserting that as a Democratic member of the Senate he had never voted to tie the hands of a Republican Governor, Sen. George W. Stanton of Fitchburg appealed to the G.O.P. members not to 'tie the hands" of Gov. Tobin in making his appointments to the port board. "Here we are debating giving the State $15,000,000 to develop the port of Boston. Why, that's only peanuts compared to New York spending a billion, Baltimore, $50,000,000; Philadelphia, $31,000,000; New Orleans, $28,000,000; San Francisco, $25,000,000, and Georgia, $10,000,000.

"I don't believe in waving the flag, but I must tell you that if we had sufficient piers here in the port of Boston, our boys coming home from overseas could be landing now right here in Boston Harbor, instead of landing at other ports and being shipped in here in day coaches without sleeper. And they would have got home a day or two earlier to their anxious families," said the Fitchburg Democrat.

Sen. William R. Conley, Chelsea Democrat, offered an amendment to the port bill recommending that the new Authority consider building piers, warehouses and other port facilities in East Boston, but this failed by a tie vote of 15 to 15, as Pres. Coolidge had his name called to cast the ballot to kill the amendment.

Losses and Gains in Plan

Sen. Peirce protested that the Boston taxpayers were going to lose taxes when the State takes over the private port property because it would then be exempt. He questioned whether increased business at the port would make up for this loss in real estate taxes. He said that if the railroads were interested in the port they would not want to unload their terminals and piers on the Authority, but would want to control them. He said the final cost of improving the port would reach $100,000,000.

Sen. Joseph L. Murphy of Dorchester, Democratic floor leader, appealed to the Senate to reject all the amendments and to approve the $15,000,000 port bond issue without any strings and send it back to the House for concurrence.

enate Votes $15,000,000 ond Issue for Port Fund

sing the device of a double slative day, the State Senate, 28 to 1 rollcall, gave speedy age yesterday to the original osal for a full $15,000,000 issue to develop the Port Boston, and then sent the ure to an uncertain fate in House.

th a near-unanimity of sen- t, Senate debate centered y on futile efforts to attach dments to the bill. No ob- n was raised to an order second legislative day, which itted the upper branch to lete action on the measure— rocedure normally requiring days.

he lone dissenting vote came m Senator Charles F. Jeff Sul- an, Worcester Democrat, al- ugh Senators Ralph V. Clam- Springfield Republican, and ard C. Peirce, New Bedford mocrat, paired their votes nst the bill with absent mem- s who favored the bill.

ns Differ

gislative opinion on House pros- s differed last night, but many ervers believed the bill would up in a joint conference com- ee to settle the inter-branch dif- ces.

he House had adopted an amend- of Representative Henry L. tuck, Boston Republican, to take 00,000 immediately available to new Port Authority with the 000,000 bond issue balance to be horized next year, upon approval ier leases and plans and specifi- ons.

lier, the House Ways and Means mmittee had recommended a $5,- 000 fund. The legislation adopted the Senate restored the original 000,000 figure to be immediately ilable without any strings.

e Majority Needed

majority House vote is needed concur with the Senate change l a two-thirds approval for enact- nt of the bond issue. Several use members expressed doubt t the latter vote could be obtained the Senate bill, while Shattuck ressed dissatisfaction with the nge.

In urging his amendment to reduce the appropriation to $5,000,000, Senator Clampit urged colleagues not to "write too big a blank check." His amendment was defeated on a 27-1 roll call.

Another change offered by Senator Richard S. Bowers, Brookline Republican, placing Boston and the state public works commissioners on the Port Authority and stipulating various groups to be represented among Gov. Tobin's appointments, was turned down on voice vote.

Industry Supports Bill

Senator William R. Conley, Chelsea Democrat, sought an amendment to require the Port Authority to "give consideration" to piers in East Boston. This was defeated on a 15-15 roll call, with Pres. Arthur W. Coolidge creating the tie.

Meanwhile, Roe S. Clark, president of the Associated Industries of Massachusetts, declared that failure to provide the full $15,000,000 "would give Massachusetts a set-back of almost disastrous effect."

In a statement, he said such action "would be equivalent to an official and effective notice to the Associated Industries of Massachusetts, largest user of the proposed port facilities, and to commerce, steamship companies and railroads, that their business is not wanted at the Port of Boston. It would be a warning to them to keep away. Boston could not, in that event, be considered in any long-range planning and commitments."

A Hand for the State Senators!

The Ways and Means committee of the State Senate swung its weight for the Port of Boston yesterday. This probably means that the whole $15,000,000 fund will be voted by the Legislature so that Boston can go in swinging in the fight to get its share of postwar world commerce for New England. The committee report was quickly accepted by the Senate; now the House will have its chance to take second thought on the attempt to hamper the port developers with restricting clauses. The House Ways and Means was only filling its traditional role of watchdogs of the public funds.

But it has become apparent to them and to all others now that the mind of the Commonwealth is set upon giving all possible support to the citizens who are so earnestly trying to give Boston its chance to compete for the business of the seven seas. The legislators are, of course, as anxious as anyone else to bring all possible business to Massachusetts, and once convinced that this is the way, they may be counted upon to carry more than their share of the forthcoming undertaking.

The debate over the appropriation for Boston Harbor development was interesting, because it has been a long time since any Legislative body has haggled over a mere $10,000,000.

be made.

THE BOSTON DAILY RECORD
Wed., July 11, 1945 — Page 3

15 Million Port Bill Passed by 28 to 1

Aroused to the necessity for modernizing the port of Boston, the Senate yesterday swept aside virtually all opposition and, under suspension of the rules, passed to be engrossed the bill immediately appropriating $15,000,000 for this purpose, with only a single vote cast against it. Amendments that would have tied the hands of Gov. Tobin or the Boston Port Authority in their efforts to place the port in the forefront in post-war activities, were struck down, and such was the strength of the bill's support that though some senators muttered against giving the full amount an attempt to reduce it to $5,000,000 was beaten 27 to 1, Sen. Ralph V. Clampit (R) of Springfield being the only supporter of his own amendment.

The Senate speeded up passage of the bill by amendment of the ways and means committee for the full $15,000,000 at once, thus taking a controversial issue out of the measure, and by a legislative device in which a two days session was held in one day.

HOW IT WAS DONE

This was made necessary by the legislative rule that bills cannot be acted upon until the day following that upon which they are reported by a committee. To get around this rule was simplicity itself. The Senate called it a new day, beginning at 3 p. m., and then went on to pass the bill to a third reading, and by suspending the rules passed it

The rising vote on passage showed 25 in favor and three against. But when a roll-call was demanded 28 voted in favor and Sen. Charles F. ("Jeff") Sullivan (D.) of Worcester, cast the lone vote against it.

The bill is now returned to the House for concurrent action on the amendment. If the House refuses to concur, then the bill will go to a conference committee.

Amendments designed to take out of the hands of the Governor power to appoint the five man authority fell by the wayside.

Sen. Clampit, who sought to reduce the appropriation to $5,000,000, said a pressure campaign was under way to put the bill through.

"Don't write too big a blank check," he urged. "Nobody knows exactly what will be done with the money. Mr. Flanders of the Associated Industries of Massachusetts infers that it is none of our business. He implies that we aren't capable of finding out."

Clampit said there is an appro-

Continued on Page 12

15 MILLION PORT BILL PASSED BY 28 TO 1 VOTE

Continued From Page 3

priation of $4,700,000 for the purchase of the Boston & Maine piers still available making a total of nearly $20,000,000. He said he realized something has to be done for the port. "Springfield would never have become the third largest city in this state were it not for the Port of Boston," he admitted.

Sen. Edward C. Peirce (D.), of New Bedford, said the Boston taxpayers would lose the tax on the wharves.

"I wish someone would get up and tell us what they're going to do with four or five, let alone nine million dollars," he said. "When private enterprise wants to get out from under I'm a little suspicious. The railroads would be more interested in the port if they still owned their own piers.

"Next year, after the Boston Port Authority is created, they should come in with a budget. I understand other bills totaling $57,000,000 are being discussed. The bill is sponsored by bankers. If I went to a bank to borrow I would be asked what I intended to do with the money and what I had for collateral."

The bill was stoutly defended by other speakers. Senators also expressed confidence that Gov. Tobin would appoint able men to serve on the port authority.

4—Boston American, July 11

Port Bill Meets Snag in House

The House, by voice vote, today refused to concur with the Senate in passing the $15,000,000 Boston Port Authority bill free of restricting amendments, and sent the measure to conference committee for compromise of differences.

The refusal was recommended by the House ways and means committee in a special report submitted by Rep. Roy C. Smith, Holbrook Republican, chairman.

Rep. Henry L. Shattuck, Back Bay Republican and sponsor of the amendment knocked off by the Senate, supported Smith's stand and called for the House to refuse to concur.

The House rejection placed another parliamentary obstacle in the path of the measure designed to restore Boston to its former eminence as a major world shipping port.

The joint conference committee will be appointed by the president of the Senate and Speaker of the House. The committee was expected to meet immediately after appointment today in order to submit a compromise recommendation for consideration by both branches tomorrow.

Shattuck's amendment provided only $5,000.000 should be made available immediately and the other $10,000.000 subject to approval by the next Legislature.

The Senate restored the full $15,000,000 by a vote of 28 to one, Sen. Charles F. Sullivan of Worcester being the only dissenter.

BOSTON TRAVELER, WEDNESDAY, JULY 11, 1945

Port Bill's Fate Hangs on House

Senate OK's $15,000,000 Appropriation; Backers Seek Lower Branch Two-Thirds

The bill to create a new Boston Port Authority with funds for shipping facilities was back in the Massachusetts House today, and its fate hinged on the question of whether a two-thirds vote could be mustered.

HOUSES SPLIT

As matters stood at the opening of the day's business, the House and Senate were $10,000,000 apart on the measure.

Representatives had voted only $5,000,000 in funds when the bill earlier was before them. The Senate yesterday ballotted, 28 to 1, for the original $15,000,000.

With little time remaining in which to complete pending business before prorogation, it was expected efforts would be made to effect an agreement between House and Senate as to the amount and the manner in which it would be made available.

There still was plenty of evidence that the $15,000,000 proposal would have opposition, much of it from communities some distance from Boston.

The discussion in the Senate, before the port bill was sent back to the House, was not without its stormy moments. Senator Ralph V. Clampit held out for a slashing of the proposed bond issue to $5,000,000, in line with the earlier House vote, an ddeclared: "This is a pressure campaign, and I propose to stand up under it."

The dissenting vote in the Senate was cast by Senator Charles F. Sullivan of Worcester, Democrat.

THE BOSTON DAILY GLOBE—WEDNESDAY, JULY 11, 1945

House Refuses to Concur With Senate on Port Bill

The House of Representatives this afternoon refused to concur with the Senate amendments of yesterday to the Port of Boston bill, and asked for a committe on conference.

The House had voted $15,000,000 for the port development of which $5,000,000 would be made available at once for use by the new authority. The remaining $10,000,000 would be made available after the next Legislature approved proposed projects.

The Senate yesterdyay eliminated legislative control over the $10,000,000 and voted to make the entire $15,000,000 available at once.

The House Ways and Means committee recommended today that the House refuse to concur.

Thurs., July 12, 1945 — Page 3
THE BOSTON DAILY RECORD

enate-Passed Port Bill Strikes Snag in House

The House balked yesterday on the $15,000,000 Bos- Port Authority bill, refusing to concur with the ite, which had passed it, and sent the measure to a rence committee. Action was n on a recommendation by the e ways and means committee in ecial report submitted by Rep. C. Smith (R.) of Holbrook, chair- Rep. Henry L. Shattuck, Back Bay blican and sponsor of restricting amend- eliminated by the Senate, supported 's stand and called on the House to e to concur.

MEANS NEW DELAY

ith a unified and urgent demand being for immediate passage of the bill as st step in restoring Boston to its for- minence as a major world port, the of the House means another delay.

A joint conference committee was appointed by the president of the Senate and the Speaker of the House, which will strive to reach an agreement satisfactory to both branches of the legislature.

Shattuck's amendment provided that only $5,000,000 should be made available immediately for the Port Authority, but the Senate restored the full $15,000,000 by a vote of 28 to one.

GETS NEW SUPPORT

While the passage of the port bill ran into a legislative snag yesterday, new support rallied behind the measure.

The Foreign Commerce Club of Boston, Inc., joined the long list of commercial and industrial organizations in favor of the expansion.

In a prepared statement, the Foreign Commerce Club urged that sufficient votes be given so that the bond issue required to enact the provisions of the bill could be authorized.

Senate Shows Way

THE MEMBERS of the Senate, voting 28 to 1, for the FULL FIFTEEN-MILLION-DOLLAR Port of Boston appropriation, deserve to be remembered and rewarded by all Massachusetts citizens.

These Senators voted to give the State an opportunity to obtain its rightful share of postwar prosperity.

They voted to provide new jobs and higher wages for all the people, including our homecoming soldier sons.

They voted to give the Commonwealth's major port the chance to grow which competing ports on the Atlantic coast have had for decades.

They refused to obstruct and hamstring the Port Authority with needless regulations and restrictions.

They recognized the Port Bill as the most important legislative measure in 50 years, and they were too wise and sensible to degrade themselves by playing what one lawmaker has accurately termed "peanut politics."

The House of Representatives should follow the Senate's good example.

The FULL FIFTEEN MILLION DOLLARS should be appropriated for the docks and piers and other harbor facilities which are needed NOW.

There should be no delay, no procrastination and certainly no "peanut politics."

Page 16 — Thurs., July 12, 1945 DAILY RECORD

BOSTON TRAVELER, WEDNESDAY, JULY 11, 1945

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HE LANCASTER FAIR

S ENDING LABOR DAY

• LANCASTER, N. H.

NEW HAMPSHIRE
OF SCENIC SPLENDOR

OFFICERS

LEE, PRES.
WEEKS, VICE PRES.
STOUGHTON, CLERK
GUILMETTE, TREAS.
NEY, RACE SEC.
LAND, SUPT. MIDWAY

DIRECTORS

EXANDER
BRIEN
WHITE
NICK
ANSEAU
HERMAN
CASTER, N. H.
A. MARSHALL
HUMBERLAND, N. H.
AULDING
EFIELD, N. H.
ART
NSBURG, VT.

CIATE DIRECTOR
ENTON, BOSTON, MASS.

July 11,1945

Mr. Jay R. Benton
160 Congress st.
Boston, Mass.

Dear Jay:

The plans are going along very nicely for our 1945 Fair. We are working on our premium book right now and it is nearly ready to be printed. We have voted to have the Milkmaid Contest and the Horseshoe Pitching Contest again this.year. However I wonder If you wish to Sponsor them again this year as formerly? We must know this soon in order that we may get it in the premium books.

Also,I wonder if you would invite the Governor of Vermont for Governor's Day?

Yours very truly,

Dana H. Lee

July 13, 1945

Dr. Dana H. Lee
Box 462
Lancaster, N. H.

Dear Dana:

I will be glad to sponsor the Horseshoe Pitching Contest and the Milkmaid Contest again. Also I am inviting Governor Proctor today. I expect to go up to Guildhall on August 5th for my vacation.

Sincerely yours,

JRB:BCC

July 18, 1945

His Excellency Mortimer R. Proctor
Governor of Vermont
State Capitol
Montpelier, Vermont

Dear Governor:

I have a letter today from the Directors of the Lancaster Fair asking me to write you promptly and invite you to be our honored guest at Governors' Day at the Fair on Labor Day. I hope I may receive your acceptance presently as the boys really expect you this year.

With Best Personal Regards,

Jay R. Benton

160 Congress Street
Boston 10, Mass.

JRB:BCC

Humidity Takes Little Time Off As Mercury Drops

Lifting of the wet blanket of humidity which has been so evident much of the time since early spring this year, today accompanied falling temperatures and moderate northwest winds, which were expected to continue through tomorrow according to the Boston Weather Bureau.

The comfortable drying of the air brought distant views into clear perspective, after they had been long hidden by heavy haze. It also put a new spring into the step of those on their way to work and a new glint into the eyes of vacationers and Victory Gardeners. More prosaically, it promised that laundry flapping merrily on clotheslines would dry very quickly.

Wednesday, July 11, 1945

This was a perfect day weather-wise - Breakfast on the front porch - Orange juice - wheat germ - Scrambled Eggs & Tomato - Toast - Iced Coffee - Another load of "Lifes" for Red Cross - to the Square with Frances - Peter went along. From the Harvard Square Post office - had a ride in town to State Street with John Reilly (Bussell-Blakney) to the office - at 10.30 came Tryon Parter, and John Yerxa, local manager of Pan American Airlines for a conference - out to lunch at 12.30 with Everett Lane to lunch - to the Cafe Royal - Hotel Touraine - Soft Shell Crabs - Tartar Sauce - String Beans - ~~Lettuce Salad~~ Roll - Iced Coffee - Blueberries & Cream + to Raymond's looking for a knife for the Kitchen Kit but no luck - Back to the Office, Work - out at 4.30 to Brine's - to Buy a Base Ball for Peter - Office left at 4.35 with Moody - the direct route home. Made up specimens - Took flash pictures for Nicholas' Photo Book. Looked up films for the Same. Dinner +

Coldest July 12 in 55 Years

Topcoats and some fur collars were in evidence in Boston streets early today as an influx of "Hudson Bay air" gave this area the coolest July 12 in 55 years.

The official low temperature here today was recorded as 55 degrees at 5:30 a. m. at the East Boston Airport Weather Station. The coolest previous July 12 reading in Boston Weather Bureau records is 54 recorded July 12, 1890.

The Weather Bureau forecast that this current spell of delightfully cool, clear midsummer weather will end tomorrow afternoon. Tonight, however, will continue cool with a low temperature of about 62 degrees.

Monday's solar eclipse was in no way responsible for the good weather we are enjoying now, the forecaster said. He explains that there was a big storm in northern Quebec which forced

Thursday, July 12, 1945

This was a beautiful day. Breakfast on the front porch. orange juice - wheat germ - Fried eggs & Bacon - Toast - Iced Coffee. Took in the last pile of "Life's" to Red Cross - in all there were over 456 - this clears out the south-west eaves closet in my bed room. to the Square with Frances. Subway - office - called up and got an appointment at the dentists' for next Monday and the Doctor for August 2nd - out to lunch at 12.30 with Everett Lane - to the Cafe Rouge at the Hotel Statler. Cherrystone Clams - Tomato & Lettuce Sandwich - Iced Coffee - Orange - to Jordan's to get photo Prints and to leave 9 films for enlargements to be made for Nicholas photo Books - Bought two neckties. Over to Federal St. to look at the "INVISIBLE GOLDFish From Patagonia" Back to the office. Left at 4.45 with Moody. Stopped at Treelands & Bought 2 Baskets of Salvia - But they had no Yucca nor did Ryans. Home. Mrs Ayer called up that Mother has had an upset. so Frances & Peter went over to see her and I called Dr. Grinold to see her this evening. Hannah is at the Toy Town Tavern in Winchendon. Peter out for supper

Pork in Gravy & Curry, New Cabbage, Ravioli, Creamed corn, Cucumbers, Milk - BLUEBERRIES.

Page 4 — Thurs., July 12, 1945 THE BOSTON DAILY RECORD

Port Bill Meets Snag; Sent Into Conference

The House balked yesterday on the $15,000,000 Boston Port Authority bill, refusing to concur with the Senate, which had passed it, and sent the measure to a conference committee. Action was taken on recommendation by the House ways and means committee in a special report submitted by Rep. Roy C. Smith (R.) of Holbrook, chairman. Rep. Henry L. Shattuck, Back Bay Republican and sponsor of restricting amendment eliminated by the Senate, supported Smith's stand and called on the House to refuse to concur.

MEANS NEW DELAY

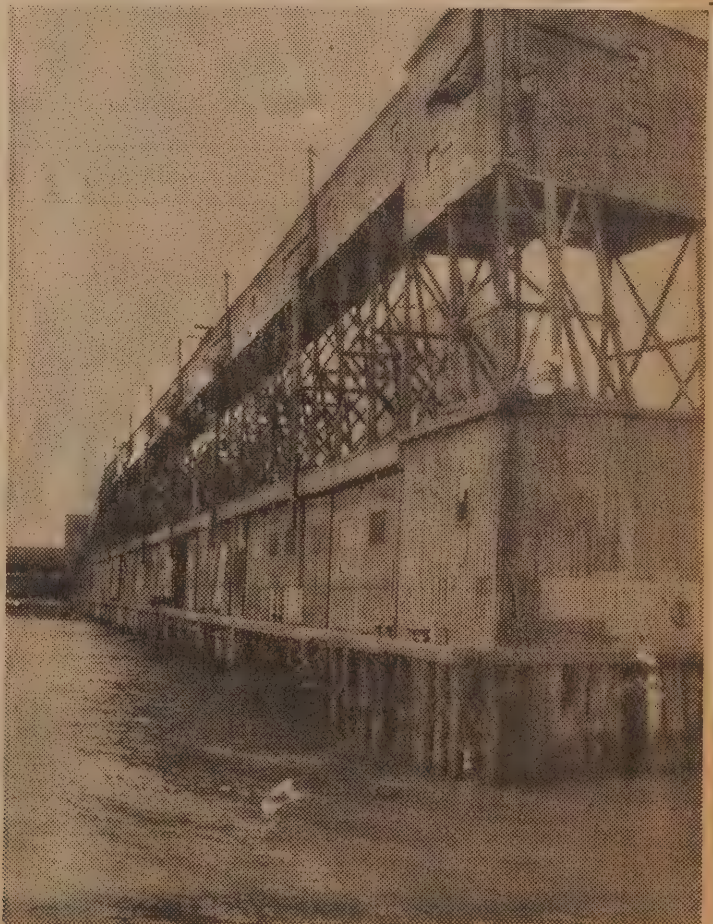
With a unified and urgent demand being made for immediate passage of the bill as the first step in restoring Boston to its former eminence as a major world port, the action of the House means another delay.

A joint conference committee was appointed by the president of the Senate and the Speaker of the House, which will strive to reach an agreement satisfactory to both branches of the legislature.

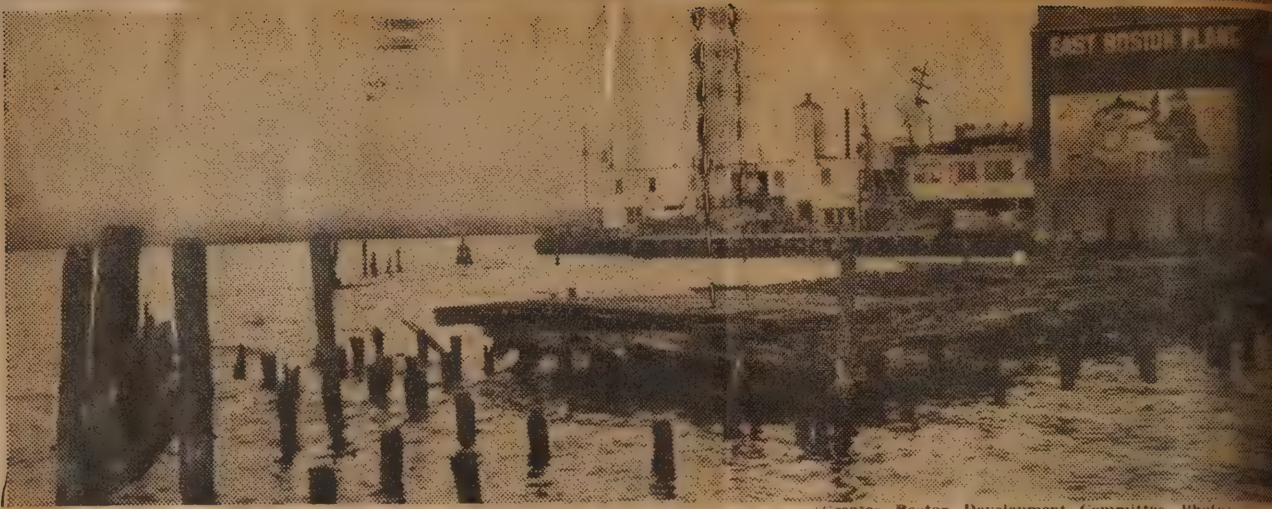
Shattuck's amendment provided that only $5,000,000 should be made available immediately for the Port Authority, but the Senate restored the full $15,000,000 by a vote of 28 to one.

The Senate voted again to stand fast on their amendment for the full $15,000,000. New support rallied behind them with the Foreign Commerce Club of Boston, Inc., joining the long list of commercial and industrial organizations in favor of expansion.

THE BOSTON HERALD, THURSDAY, JULY 12, 1945



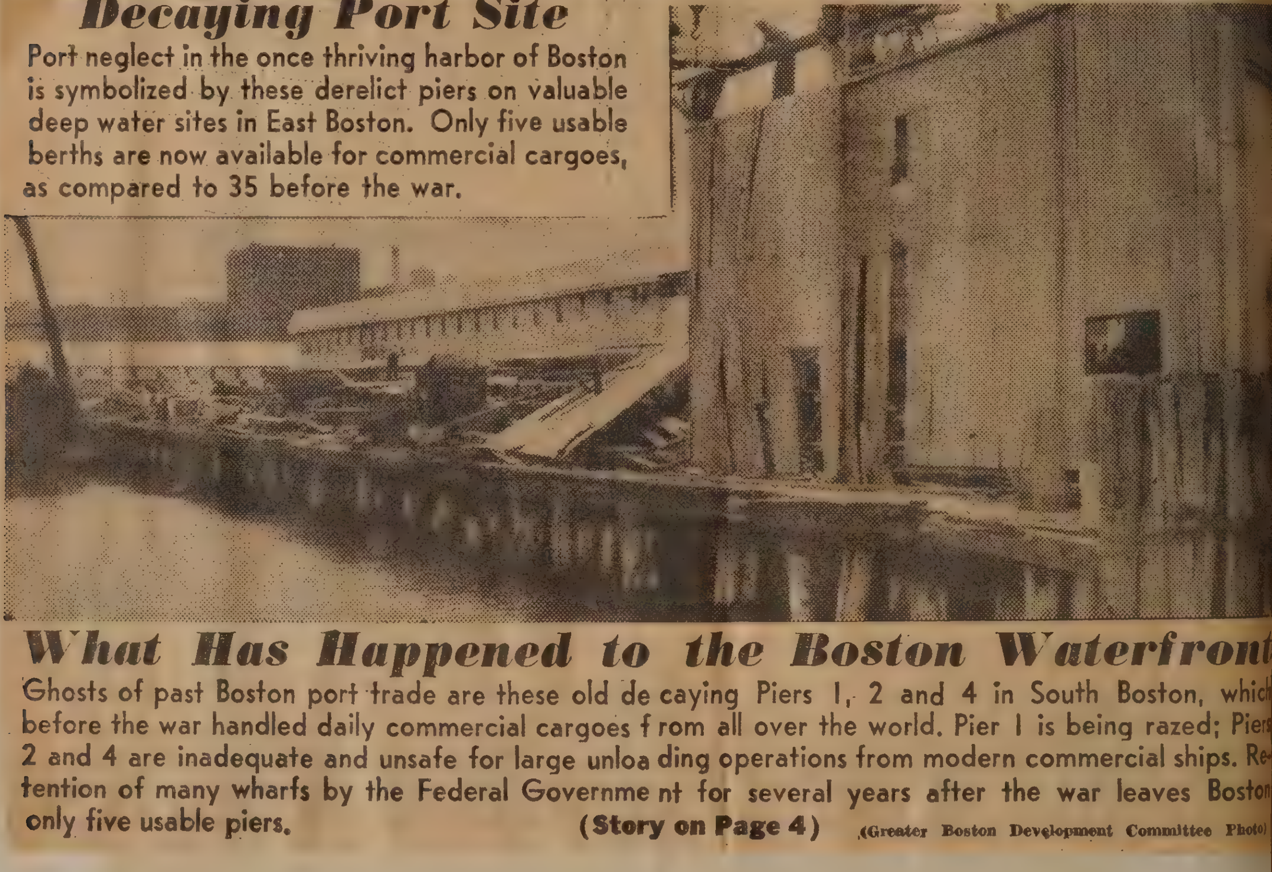
INADEQUATE PORT FACILITY, according to the Greater Boston Development Committee, is this "decaying" Mystic piers structure in Charlestown. With the restoration of the wood pulp and wool trade beginning, only five usable berths are available for commercial cargo in the port, as compared with 35 before the war, according to the committee.



(Greater Boston Development Committee Photo)

Decaying Port Site

Port neglect in the once thriving harbor of Boston is symbolized by these derelict piers on valuable deep water sites in East Boston. Only five usable berths are now available for commercial cargoes, as compared to 35 before the war.



What Has Happened to the Boston Waterfront

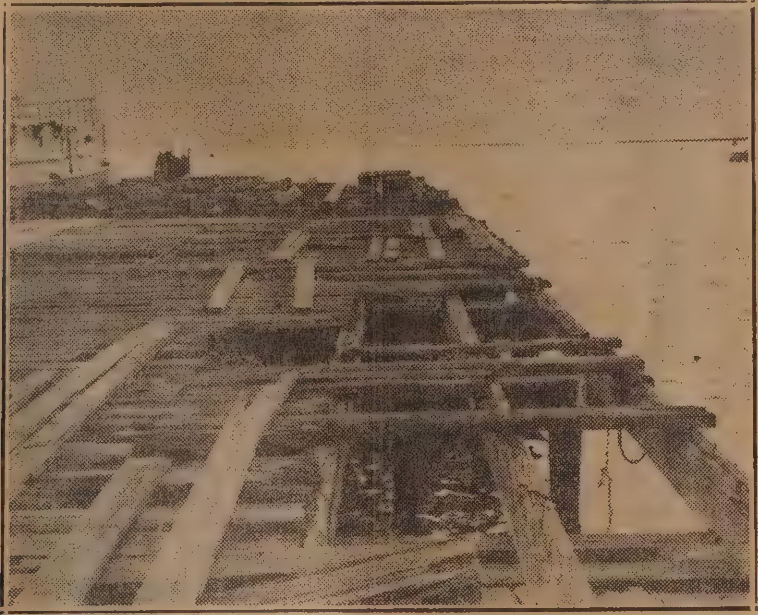
Ghosts of past Boston port trade are these old decaying Piers 1, 2 and 4 in South Boston, which before the war handled daily commercial cargoes from all over the world. Pier 1 is being razed; Piers 2 and 4 are inadequate and unsafe for large unloading operations from modern commercial ships. Retention of many wharfs by the Federal Government for several years after the war leaves Boston only five usable piers.

(Story on Page 4)

(Greater Boston Development Committee Photo)

BOSTON POST, THURSDAY, JULY 12, 1945

DERELICT BOSTON PIERS



Port neglect in the one thriving harbor of Boston is symbolized by these derelict piers on valuable deep water sites in East Boston. Demolition of some decayed prewar piers, inadequacy and obsolescence of others, and probably retention of still more by the federal government for several years after the war leaves the port only five usable piers now available for commercial cargoes as compared to 35 before the war.

PORT BILLS GO TO CONFERENCE

House and Senate Hold to First Plans

Legislation creating a powerful Port of Boston Authority with a $15,000,000 bond issue to start building piers and other waterfront facilities was referred to a conference committee last night when neither the Senate nor the House would recede from their positions.

The Senate insisted on the full $15,000,000 bond issue being authorized now, while the House was adamant in its contention that only $5,000,000 should be made available now and the $10,000,000 additional granted only after the authority comes in next year with plans and specifications for the harbor development.

Senate Shows Way

THE MEMBERS of the Senate, voting 28 to 1, for the FULL FIFTEEN-MILLION-DOLLAR Port of Boston appropriation, deserve to be remembered and rewarded by all Massachusetts citizens.

These Senators voted to give the State an opportunity to obtain its rightful share of postwar prosperity.

They voted to provide new jobs and higher wages for all the people, including our homecoming soldier sons.

They voted to give the Commonwealth's major port the chance to grow which competing ports on the Atlantic coast have had for decades.

They refused to obstruct and hamstring the Port Authority with needless regulations and restrictions.

They recognized the Port Bill as the most important legislative measure in 50 years, and they were too wise and sensible to degrade themselves by playing what one lawmaker has accurately termed "peanut politics."

The House of Representatives should follow the Senate's good example.

The FULL FIFTEEN MILLION DOLLARS should be appropriated for the docks and piers and other harbor facilities which are needed NOW.

There should be no delay, no procrastination and certainly no "peanut politics."

Page 16 — Thurs., July 12, 1945 **DAILY RECORD**

4—Boston American, July 12

Parley Seeks Port Bill Okay

A legislative conference committee sought today to reconcile differences between the House and Senate which resulted in the House refusing to concur with the Senate's approval of the $15,000,000 Boston Port Authority bill.

The House action was taken on recommendation of its ways and means committee, in a special report submitted by Rep. Roy C. Smith (R) of Holbrook, chairman. Rep. Henry L. Shattuck (R) of Boston who sponsored the restricting amendment eliminated by the Senate, supported the Smith report and called on the House to refuse concurrence.

With a unified and urgent demand being made for immediate passage of the bill as the first step in restoring Boston to its former eminence as a major world port, the action of the House means another delay.

A joint conference committee was appointed by the president of the Senate and the Speaker of the House, which will strive to reach an agreement satisfactory to both branches of the legislature.

Shattuck's amendment provided that only $5,000,000 should be made available immediately for the Port Authority, but the Senate restored the full $15,000,000 by a vote of 28 to one.

The Senate voted again to stand fast on their amendment for the full $15,000,000.

$15,000,000 NOW

IT IS NOT too late, fortunately, for the Massachusetts House of Representatives to follow the Senate's good example and make the FULL FIFTEEN-MILLION-DOLLAR appropriation available for the IMMEDIATE reconstruction of the Port of Boston.

Every spokesman for labor, business, industry and finance has told the law-makers that the future prosperity of the State depends on the re-opening of the port before shipping abandons us completely and goes elsewhere.

WHY, THEREFORE, SHOULD ANY REPRESENTATIVE PERSIST IN JEOPARDIZING THE JOBS OF MILLIONS OF PEOPLE AND CREATING ANOTHER NEEDLESS DEPRESSION FOR THE HOME-COMING SERVICE MEN?

Every port in competition with Boston is spending more than fifteen million dollars—ONE OF THEM SIXTY-FIVE TIMES AS MUCH.

Common sense says that we should be spending at least fifteen million dollars NOW—not next year or the year after.

If the new Port Authority is kept out of politics, every cent of the fifteen million dollars will be repaid with interest, and increasingly large dividends in the form of more abundant employment opportunities and higher wages.

The Representative who still thinks that five million dollars is enough this year is making Massachusetts the laughing-stock of the world and throwing away all the chances we have to re-establish ourselves as a great shipping center.

A roll call should be taken when the Port Bill reaches final action stage in the House.

The people have a right to know the names of the men who have voted against labor and industry, and exposed Massachusetts to another era of stagnation, with widespread joblessness, wage cutting and doles.

16—Boston American, July 12

Boston Port Bill Waits Outcome o Solons' Meeting

House and Senate committe members sought today to reach ar agreement as to what amount o state funds should be made available immediately for development of the port of Boston.

The conference was arranged with a hope that a compromise could be effected in order to speed passage of the Boston Port Authority Bill, now stalled between the two branches over the financial consideration.

The Senate voted overwhelmingly for a bond issue of $15,000,000, but sentiment in the House, expressed in an earlier vote, was for $5,000,000 for the present and an additional $10,000,000 later if approved by the next session of the Legislature.

Named to the joint committee which went into session on the matter today were Senators Robert L. Lee (D.), Boston; Donald W. Nicholson (R.), Wareham; Cornelius F. Hale (R.), Rowley; and Reps. Roy C. Smith (R.), Holbrook; Ralph H. Hill (R.), Methuen, and John E. Powers (D.), Boston.

The Women's Committee for United Action sent telegrams today to House Speaker Willis and Senate President Coolidge, urging immediate action on the port bill, and asserting that "every enterprising person in the commonwealth realizes Massachusetts can afford to build a top notch world port."

The committee also cautioned against "legalized thieving by unscrupulous contracting firms through badly drawn government contracts."

Port Betterment Argument?

Fay

Run-Down Piers in East Boston

Blight in the once thriving harbor of the Hub is symbolized by this view of deep-water docking facilities unfavorably affected because of neglect. This is what the Massachusetts Committee for Port Development would remedy (1) through demolition of some dilapidated prewar piers, (2) reconstruction of those still usable, (3) over-all modernization of all pier facilities. A Port Authority "with authority" is sought to expedite improvements, for which an initial bond issue of $15,000,000 is sought in the Legislature. Proponents of the bond issue claim that obsolescence, and probable retention of some piers by the Federal Government after the war will leave no more than five usable berths for commercial purposes, compared with 35 before the war.

Bay State House and Senate Name Port Conference Group

A conference committee was named today to iron out the differences between the Senate and the House on the amount to be made available for development of the Port of Boston.

The House yesterday refused to concur with the Senate which on Tuesday approved appropriation of the full $15,000,000 sought by proponents of the Port Authority legislation. The House earlier had favored authorizing the Authority to spend only $5,000,000 immediately.

To the Conference Committee Senate President Arthur W. Coolidge named Senators Donald W. Nicholson (R) of Wareham, Cornelius F. Haley (R) of Rowley, and Robert L. Lee (D) of Boston. Speaker of the House Frederick B. Willis named Representatives Roy C. Smith (R) of Holbrook, Ralph H. Hill (R) of Methuen, and John E. Powers (D) of Boston.

Meanwhile, Mrs. George F. Wilkins, Executive Chairman of the Women's Committee for United Action, called upon the Legislature to make the building of a topnotch world port the beginning of an era of graft-free government projects.

In an open letter to Representative Frederick B. Willis (R) of Saugus, Speaker of the House, and Senator Arthur W. Coolidge (R) of Reading, President of the Senate, Mrs. Wilkins said the real issue in the port controversy is not the amount of money to be spent.

"The real issue," she said, "is that every nickel appropriated for the port be protected and made to count, that the finances of the port of Boston be put on a sound, businesslike basis, for the people are sick and tired of graft and political trafficking with their money.

"Would it be too much to expect the General Court to amend the present House port bill to the effect that all contracts connected with the building of the Port of

Boston be passed upon and approved by the Port Commission and that analysis reports of work done and materials used be caused to be submitted periodically by all contractors for examination by Port Commission engineers?"

Mrs. Wilkins also proposed that a legislative port promotion committee be established.

Port Bill Goes To New Parley

Standing firm in its insistence on providing the Boston Port Authority with $15,000,000 free of restrictions, the Senate today called for a conference between delegates from both branches to effect a settlement of differences with the House on the measure.

The Senate's stand was taken by voice vote and Arthur W. Coolidge (R) of Reading immediately appointed three Senators to meet with a House committee.

Named by Coolidge were Sens. Cornelius F. Haley of Rowley, Donald W. Nicholson of Wareham, Senate majority leader, and Sen. Robert L. Lee (D) of Charlestown.

Appointed by Speaker Frederick B. Willis to represent the House were Roy C. Smith of Holbrook, Ralph H. Hill of Methuen, both Republicans, and John E. Powers, South Boston Democrat. Smith is chairman of the ways and means committee which opposed granting of the full appropriation of $15,000,000.

The joint committee went into conference before the Legislature was called to order and the group was expected to complete deliberations before adjournment late today.

Willis told reporters he expected the Senate to accept the House-approved measure limiting immediate expenditures to $5,000,000.

The limitation was placed in the bill by Rep. Henry L. Shattuck, Back Bay Republican, in an amendment which requires legislative approval of all spending in excess of $5,000,000.

The Senate, by a vote of 28 to 1, refused to accept the Shattuck amendment and restored the full $15,000,000 to the bill.

Tues. a.m.

Miss Francis.

Just a line to tell you that Jeanette will be glad to help you again - her mother came last night, and said she could come and had been hoping she would ~~again~~ have the chance to work again this year.

Gladys said she would try

yesterday.

The dedication of the Honor Roll on Sunday, John Hodge and Karl have been making it and it is all done now, Harlie Hall is haying, Uncle Fred is here helping him, Bob Whitworth is expected home real soon now being one 2 yrs, his last destination has been Iwo Jima. Be prepared for a shock when you see Emil, he has reduced about 50 lbs. Wyman Hubbard is and find someone a little more efficient, but she has been busy with company and then she is away this week. We would all love to see Pete, in fact it would be swell to see you all.

It has been real cool here since the big thunder storm on Tuesday.

Ray is gaining now, and they let one nurse go under quarantine with chicken pox, was sick, Dr. Ferguson in attendance.

Grace Morse has a garage along side her house, and about flush with the side walk, "looks swell???"

We were all sorry to hear Mrs Weeks passed away.

About food - Meat comes to Stevens once in 2 weeks, and then we can get only a dribble -, but we manage O.K. The Hayes garden is now producing and that's a help. Going to have loads of rasp berries this year

Love to you + your family -

Sincerely

344 Elmwood ave
Providence R.I.

Thursday

Dearest Frances -

Well I had to get away for a few
days so when Dorothy came back from
visiting us, I just threw my tooth brush
comb in a bag and came along too.
We came down Monday and today
I'm going to Worcester to see Ruth &
inston. Will have to go home the last
the week. Joanne is keeping house.

It was so nice to get your letter,
nd honestly Frances I am ashamed
ot to write to you oftener - ("My Pal" of
st such a few short weeks during the
hole year). Well anyway I am looking
ward & anxiously waiting to see yo
d if we don't make up for lost time,
won't be our fault. The morning I
your letter, I went down to Mac's & w
ked over who we could get. I don't
nk Janet is anything you want - and
going to try to do better. Mae may
found some one since I've seen her a
had some one in mind - but I didn't hav
to go down before coming away.

dont know why I dont do it myself
m there two thirds of the time anyw
was glad to hear all about your
mily. It certainly must have been
and to have Dave + Jim home after *so* lon
nd *so much*.

Bob Wentworth is on his way home for
od. Versa is pretty happy. He was at
ul Harbor for a long time + then on
o Jima for months.

Things are about the same in Guildha
walked over around the cottage when
lilacs were in bloom + up on the
anda, just wishing you were ther
d we could "gab" a while.

teve + Glenn are fine - Steve feels
ter than he has for a long long time.
ch thinner. Never found out what th
d at the Clinic - but he was on a die
months - guess he still is. Said it was
weight on his legs that made them
e. Irving Beattie has had Steve's
horse - *training it* - --!!

Mary Morse was in to see me sometime
and said to tell Jay that Mrs Shortle
found the book he wanted. (Now, I thi
aid that was who it was. I may be wrong but Ja

on seen Jay's picture in the papers
veral times - He certainly is a busy
an -

It was almost pathetic that we didn't
e you + Jay up here in June - on yours a
as down to Mac's the morning that
the card from Jay. She was about in
ws, you probably knew how very
Ray was at that time. They didn't
ow from day to day, just what, so
urse Karl had to be up there all the
he had and everyone was upset. R
better now & can walk around some.
hings are going to be better one of these
and what a "lift" it will be!

red Hall is up with Harley for haying
ry is still going strong.

arl has a wonderful garden as usual,
they would have oceans of raspberries,
is nearly as tall as his father. Has
nged a lot -

ont worry about some help - will have
one & hope we can a "hum dinger" Just
yourselves up here - and get here as so
you can - Keep on loving me even if I don
e - because I do love you very very much -
the date. See you soon -! Gladys (over

This is the best
Stationery I could find
in Providence Almost
as good as that we make
in Switzerland -

July 13, 1945

Dearest Mom & Dad B.,

Here are more negatives. Will you please send us 2 sets? We have another batch being printed in Arlington which we'll send on to you as soon as Dad sends them down. We received your 4th of July pictures today and certainly enjoyed them.

Things are going along perfectly here. Leslie weighs 13 lb. 11 oz. now and continues to be such a good baby.

---

fat
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e had
for
reminds
's
e-
itters
wn

"Bill Kraus's", has cartoons all over the walls and has lots of "atmosphere".

She is getting a nice tan
from her daily sunbaths.
For two weeks I've been
struggling with her Pablum
feeding but yesterday I was as
surprised as she was when
she took it all and seemed
to like it! I give her mashed
banana once in awhile and
she loves that.

We had a fine time on
the 4th. The Smiths and
Lt. Pendergast were over for
cocktails and dinner (New
England Chicken Pie). They
all spent the night here.

Dave and I finally got out for an evening and such a treat it was! Ginny and Ken minded Leslie for us. We had a delicious Filet mignon for dinner and made the rounds of the local bars. There is one place in particular that we like — [illegible]s frequented by artists + writers who form a colony down here. The bar is called "Bill Kraus's", has cartoons all over the walls and has lots of "atmosphere".

I wish so much you could see Leslie now — she is such a darling and each day amazes and amuses us with some new trick.

How grand it will be to have you visit us — know you'll love it in Delray.

Lots of love to you and all the family,

Jeanne.

Pictures
By
Buddy

DEL-
RAY
Beach,
FLA.

- DAVID -

July 13, 1945

Mr. Karl E. Hayes
Guildhall, Vermont

Dear Karl:

The garbage container that is set in the ground off the back steps at the cottage -- the can that goes down inside was cracked and busted. There is some lettering on the top cover that gives the maker -- his address -- and other lettering. Will you copy it off and send it down to me. Also the size across the aperture and depth so I will know what size to order.

I am going to try to locate the manufacturers and try to fix up the swill situation for the summer of 1945.

Yours,

Jay R. Benton

JRB:BCC

BOSTON POST, FRIDAY, JULY 13, 1945

$15,000,000 FOR PORT AGREED ON

Compromise Plan, However, Says Only $5,000,000 Can Be Used at Present

Threatened with the total loss of e legislation, the House last night cepted the report of the conference mmittee of the Senate and House create a new Port Authority for ston with a $15,000,000 bond sue for the construction of piers nd other improvements, with the nderstanding that $5,000,0000 may e spent now and the remaining 10,000,000 released after the plans ve been presented to the Legislare in January.

n this basis, legislative leaders reed to round up the two-thirds te which will be necessary on the actment stage to authorize the bond ue, which would at last be agreeable many of upstate opponents of the development.

he committee on conference which ted unanimously in favor of the included the three Senate members had fought for all-out support of $15,000,000 issue, and the three mems of the House, two of whom had isted on granting only $5,000,000 and more at this time.

he conference committee comprised te Sens. Haley of Rowley, chairn on State administration; Nicholson Wareham, Republican floor leader, Lee of Charlestown, member of and means, together with Reps. of Holbrook, ways and means man; Powers of South Boston, and means member, and Hill of uen, State administration member.

Conference Report Urged

e State administration committee r a visit to the ports of New York, adelphia and Baltimore, had recomded the full $15,000,000 as only the t of the Boston port development, ways and means cut this down to ,000.

en Rep. Henry L. Shattuck of the Bay led the movement to make the ,000 available but to release the $10,000,000 after the plans have been ared with the first $5,000,000 and subed to the incoming Legislature for oval.

As one who had favored the straight $15,000,000 amendment, Rep. Enrico Cappucci, East Boston Democrat, urged acceptance of the conference committee report. Joining him were Reps. Shattuck and Rand of the Back Bay, Hill of Methuen and Powers of South Boston. Opposition to the committee report was voiced by Reps. McInerney of Roxbury and Doyle of Worcester.

It was at this point that Speaker Willis warned that if the House refused to accept the committee report, the port bill might die between the two branches and nothing would be done this year.

THE BOSTON DAILY RECORD Friday, July 13,

House O. K. On Port Bill

The House yesterday accepted a report of the conference committee, appointed by the two chambers, to restore the House bill appropriating $5,000,000 this year and $10,000,000 next year for the modernization of the port of Boston. It was stated the report of the conference committee was unanimous.

The Senate bill called for a $15,000,000 appropriation immediately and that body will probably get the conference report today to be acted upon. Rep. Timothy J. McInerney (D.) of Boston, fought the conference report and insisted the Senate had passed a real port authority bill.

"I favor appropriating $15,000,000 outright," he said. "I want Massachusetts to lead the nation and create a port authority with real power."

Rep. Henry L. Shattuck (R.) of Boston, said he was not in favor of a blank check for the port authority, while Rep. John E. Powers (D.) of Boston, said the House had scored a victory in the conference report and urged its acceptance.

THE BOSTON DAILY GLOBE—FRIDAY, JULY 13, 1945

Port Bill Goes to Senate With Agreement on Spending

A $15,000,000 bond issue for development of the Port of Boston, with strings attached to $10,000,000 of the appropriation, headed for speedy adoption by the Legislature last night following House acceptance of a conference committee report on the disagreement between the two branches.

The recommendation was promptly accepted on voice vote and sent to the Senate for concurrence, which will be acted upon today. No difficulty was seen by supporters in winning easy passage, even at the enactment stage requiring a two-thirds vote.

This appeared assured when Chairman Roy F. Smith of the House Ways and Means Committee took the floor last night to back the conference report, based on the amended bill originally approved by the lower branch.

Shattuck Idea Prevails

Ways and Means had recommended a flat $5,000,000, which was changed on an amendment of Representative Henry L. Shattuck

Port

Continued from the First Page

of Boston to increase the figure to $15,000,000. It provided, however, $10,000,000 cannot be spent until the Legislature next year approves leases and plans for projected piers.

The Senate had insisted upon making the entire $15,000,000 available at once to the new Boston Port Authority to be created by the bill. Senate members of the conference group, Donald W. Nicholson of Wareham, Cornelius F. Haley of Rowley and Robert L. Lee of Boston, decided to recede today. House members were Representatives Ralph L. Hill of Methuen, John L. Powers of Boston and Smith of Holbrook.

THE BOSTON HERALD, FRIDAY, JULY 13, 1945

By Denys Wortman

LESSER PORT BILL ASKED

Senate Urged to Pass Compromise Measure

The Boston port development bill was returned to the Massachusetts Senate late yesterday with the recommendation that that body recede from its stand in favor of a straight $15,000,000 bond issue and adopt instead the House-approved plan for an appropriation of $5,000,000 this year and $10,000,000 next year.

With the two branches split over financing methods, a conference committee of House and Senate members reported the compromise plan late yesterday and the House accepted the report on a loud voice vote. It will come before the Senate today.

Although the Senate overwhelmingly went on record in favor of an immediate $15,000,000 bond issue for the project, the House vote last week on the modified plan was sufficiently close to indicate that supporters of the port bill would be unable to round up the necessary two-thirds vote to enact the measure as approved by the Senate. House enactment of the modified bond issue, however, was regarded as certain.

Boston American, July 13—5

Urge Senate Back Modified Port Bill

The Boston Port Authority bill will come before the Senate again today, accompanied by an urgent request that the upper branch recede from its stand in favor of a straight $15,000,000, and accept the compromise House plan for $5,000,000 this year and $10,000,000 next year.

The compromise measure, reported by a conference committee of House and Senate members, was approved by the House on a voice vote. Up to the present time the Senate has insisted that the entire $15,000.000 be made immediately available to the new Port Authority.

The first task of the new Port Authority will be to investigate provisions of a bill calling for constructions of two new State piers, one in East Boston, and the other in South Boston. This bill has been favorably reported by the House ways and means committee.

Also favorably reported was a bill providing for the zoning for maritime use of certain territory bordering on the harbor.

Speaker Frederick B. Willis said today he expected the Senate to accept the House-approved compromise bill limiting immediate expenditures to $5,000,000.

Favor Two New Piers, Port Zone

The first task of the new Port of Boston Authority will be to investigate provisions of a bill calling for construction of two new state piers, one in East Boston and the other in South Boston, as a result of a favorable report of a resolve by the ways and means committee of the House yesterday.

Also favorably reported was a bill providing for the zoning for maritime use of certain territory bordering on the harbor, with the results of the investigations to be contained in the first annual report of the Port Authority.

Favorable action was taken on two measures as the joint committee of House and Senate went into conference in an effort to reach a compromise on the Port Authority bill, itself.

Speaker Frederick B. Willis of the House said he expected the Senate would accept the House-approved measure limiting immediate expenditures to $5,000,000. The limitation was placed in the bill by Rep. Henry L. Shattuck, Back Bay Republican, in an amendment requiring approval by the next legislative session of all spending in excess of that amount. The Senate had refused to accept the amendment, and restored the full $15,000,000.

Sens. Donald W. Nicholson, Wareham; Cornelius F. Haley, Rowley, and Robert L. Lee, Charlestown, were appointed to the conference committee with Reps. Roy C. Smith, Holbrook; Ralph H. Hill, Methuen, and John E. Powers, Boston.

Friday, July 13, 1945

BOSTON NEWS BUREAU

CONFEREES ON PORT BILL

Senators Halen of Rowley, Nickerson of Chatham and Lee of Boston, together with Representatives Smith of Holbrook, Hill of Methuen and Powers of Boston, have been appointed a committee on conference on the part of the Senate and House to try to iron out differences on the Port of Boston Authority bill. The Senate and the House cannot agree on the size of the bond issue.

THE CHRISTIAN SCIENCE MONITOR

$15,000,000 Bill For Boston Port Speeds to Victory

Senate acceptance today of a House plan for financing Boston port development assured successful completion of a long-fought campaign for rehabilitation of the neglected Port of Boston.

By nightfall legislator leaders expect that the measure providing $15,000,000 for pier construction and establishing a powerful Port Authority to direct the development will be on Governor Tobin's desk for his approval.

Only step remaining before the bill goes to the Governor is enactment by the House and Senate. No doubt now remains that the two-thirds majority necessary for enactment of a bond issue measure will be gained in both the House and Senate easily and quickly.

Favorable action by Governor Tobin is anticipated. His signature will bring to a victorious climax the most thoroughly organized campaign in recent legislative history. The port development program was supported by labor and industry, banking and civic organizations, political leaders of both major parties and individual citizens.

In accepting the House plan the Senate receded from its own insistence that the $15,000,000 appropriation for port development be made immediately available to the Port Authority.

Strong Beginning

The bill is not all the many supporters of Boston port development wanted, but it represents a strong beginning toward restoring to the port its former glories, when clipper ships sailing out of Boston made the port known around the world.

The measure authorizes the floating of a $15,000,000 bond issue for pier construction, but expenditure of only $5,000,000 is permitted this year. Before the remaining $10,000,000 may be spent the new Port Authority must submit to the Legislature for approval plans for port development. It will not be necessary next year, however, to muster a two-thirds majority vote for port development.

Actually the Port authority will have immediately available this year for pier construction a total of $9,750,000 inasmuch as $4,750,000 appropriated in 1941 for reconstruction of the Mystic Docks will be available as well as the newly authorized $5,000,000. The 1941 appropriation has not yet been used because the shortage of materials has held up the Mystic Docks modernization work.

The new Port Authority, with vastly greater powers than the present organization, will be a five-member group, serving without compensation. They will be reimbursed for expenses.

Unpaid Authority

The Greater Boston Development Committee, principal sponsor of the port development legislation, and many other groups, had insisted upon an unpaid Authority, believing that such a group would attract the best possible personnel and take the Authority out of politics.

Under the bill the Port Authority may appoint a paid Director and other agents and employees to carry on the work of developing the port facilities.

Under the approved legislation the Port Authority will be in complete administrative charge of the port. It will make all necessary plans for development of Boston Harbor and of piers. It will have immediate charge of land, piers and other facilities now or later owned by the State in the port.

Other Details

Other details of the legislation are, in part, as follows:

The Authority, with the approval of the governor and council, may enter into agreements with the United States for the purchase, leasing or operation of any piers or other facilities owned by the United States and, pursuant to any such agreement, to operate and manage, or to lease, the same.

The Authority may lease for a period not exceeding 20 years, under such covenants and conditions as it may prescribe, storage facilities, wharves, piers, foreshores, bulkheads, docks, sheds, grain elevators, warehouses and industrial locations within its charge. The Authority may lease sites for warehouses and industrial locations for a longer period, but every lease of such sites for a period exceeding 20 years shall provide for a readjustment of the rental at intervals of not more than 20 years.

BOSTON TRAVELER, FRIDAY, JULY 13, 1945

$5,000,000 Port Bill Approved

Senate Accepts Recommendation Of Joint Committee by Voice Vote

The Massachusetts Senate, by a voice vote, today approved the plan for a $5,000,000 appropriation for the proposed new Boston Port Authority

JOINT RECOMMENDATION

The vote was on the question of accepting the recommendation of a joint conference committee, which suggested agreement between the House and Senate under which $5,000,000 would be made available now, and $10,000,000 next year, subject to approval of the legislature at that time.

The measure remains in the Senate for enactment. It would then be returned to the House for the two-thirds vote needed for approval of a bond issue.

Earlier the Senate had been in favor of the full $15,000,000 now, but opposition in the House made it appear certain that agreement between the two branches on that basis could not be reached.

THE BOSTON DAILY GLOBE—FRIDAY, JULY 13, 1945

Senate Goes Along With House on Port Bill

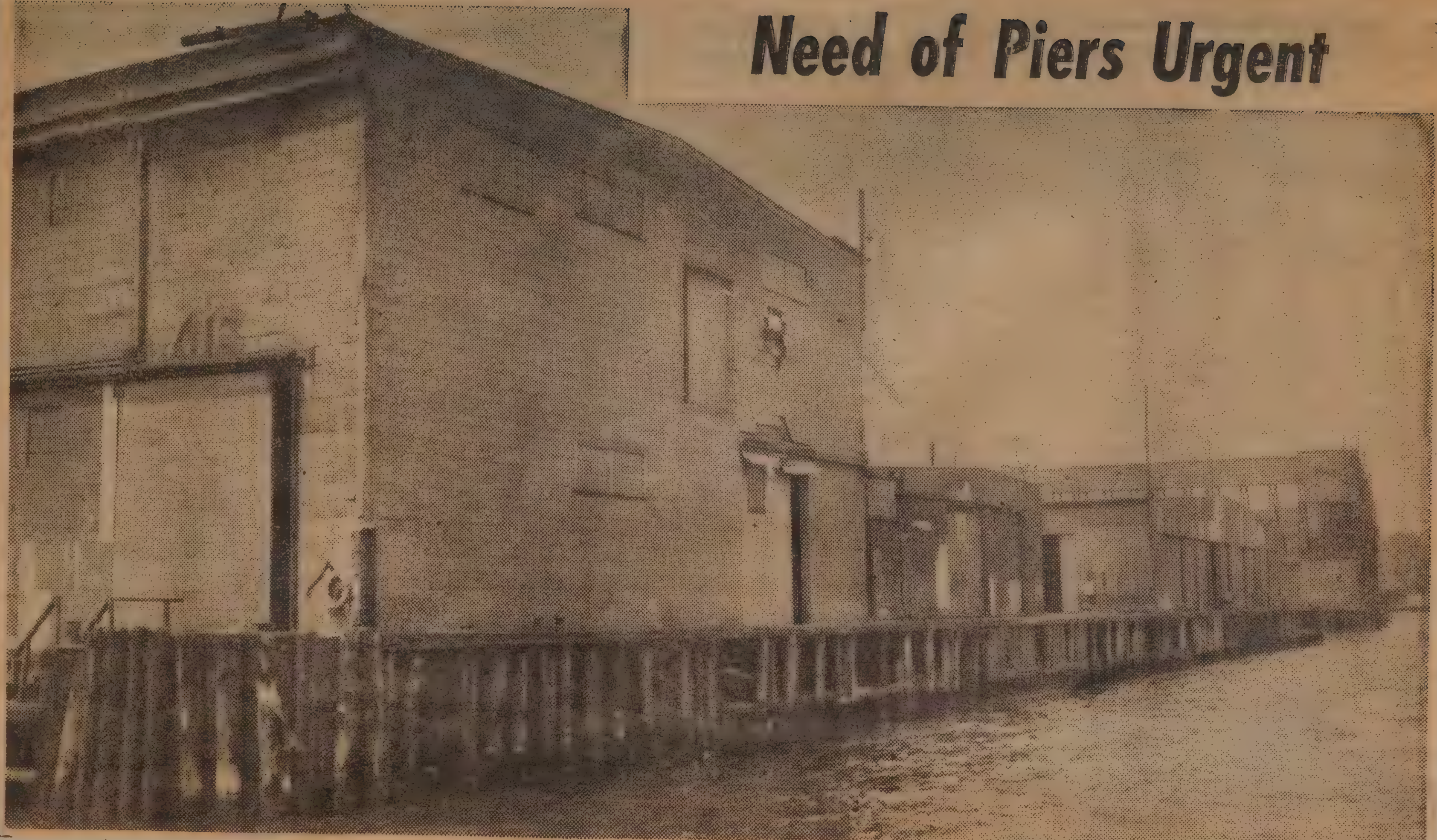
The Massachusetts Senate today elected, by voice vote, to go along with the House of Representatives on the Boston Port Development bill, agreeing to appropriate $5,000,000 now and $10,000,000 next year and receding from its original decision to appropriate the entire $15,000,000 immediately.

The action followed the report this morning of the joint legislative conference committee which recommended the Senate recede from its position when it became apparent both branches were agreed on the amount of appropriation and differed only on the time the money was to be made available.

The bill went back to the House for action on the bond issue to provide the money, which requires a two-thirds vote.

Boston American, July 13—5

Need of Piers Urgent



Decaying—The condition of Mystic Piers in Charlestown emphasizes the critical shortage of modern berths for shipping in the Port of Boston. Only five usable berths are available to commercial shipping compared to 35 berths usable before the war.

2—Boston American, July 13

Senate Cuts Port Cash to 5 Millions

The Boston Port Authority bill will come before the Senate again today, accompanied by an urgent request that the upper branch recede from its stand in favor of a straight $15,000,000, and accept the compromise House plan for $5,000,000 this year and $10,000,000 next year.

The compromise measure, reported by a conference committee of House and Senate members, was approved by the House on a voice vote. Up to the present time the Senate has insisted that the entire $15,000,000 be made immediately available to the new Port Authority.

The first task of the new Port Authority will be to investigate provisions of a bill calling for constructions of two new State piers, one in East Boston, and the other in South Boston. This bill has been favorably reported by the House ways and means committee.

Also favorably reported was a bill providing for the zoning for maritime use of certain territory bordering on the harbor.

Speaker Frederick B. Willis said today he expected the Senate to accept the House-approved compromise bill limiting immediate expenditures to $5,000,000.

BULLETIN

The Senate by voice vote today accepted the conference committee recommendation on the Boston Port Authority limiting immediate expenditures to $5,000,000.

Superforts Return To Bomb Japan

American superfortresses have returned to Japan in force to set ablaze four more homeland cities.

A fleet of 500 to 550 B-29's hit the four cities with more than 3200 tons of fire bombs. The giant bombers also dropped tons of high explosives into the important Kawasaki petroleum center.

Friday, July 13, 1945

Out early and talking with Louis, the Gardener, and Erickson, the Painter, Breakfast on the Porch - Orange juice - corn flakes. Broiled Scrod - Toast - Iced Coffee Over to see Mother with Frances - she has intestinal grippe - To the Square - Subway office - out to lunch at 12.30 with Everett Lane - to the Town House on Warrenton St. Jellied Consomme. Omelette with smothered onions. Potato Chips - Green Peas - Roll - Butter - Frozen Pudding - to Woolworth's for a Bottle of ink. to Murais (Everett Andrews of Burnham St. Waverley in the Gay Nineties) Bought 1000 Business Envelopes and 300 File Folders. Back to the office - Worked to 4. Then home in Moody's car with a stop at Griffin's - Peter went to Sunapee this afternoon. Dinner on the Porch Jellied Consommé - Halibut with Egg Sauce. Potato Cakes - Summer Squash - Cucumbers + Lettuce - Toast - Butter - Camembert Cheese + Crackers - Milk. Raspberries and Cream. To bed early. Belisle called ré the Port Bill -

"Just Another Day"

Boston Unruffled on Friday the 13th

Boston's acting fire chief walks under ladders without crossing his fingers. The top General doesn't call off the war for one second. The Public Safety Commissioner slackens his pace not one whit in the pusuit of criminals. The Mayor tackles his biggest problems without a qualm. . . .

There is one thing you can say for Boston, and say it again: Supersition plays no part in its public life!

Of course, there are those who don't believe in taking "foolish chances" with their luck, but here it is Friday the 13th and nobody seems to be doing much about it. It is all, somehow, very disappointing.

There was a day, according to old clippings, when folks shunned railroad travel. But the war has changed all that. "People," informs a New Haven spokesman, "are just as grateful for reservations today as any other day." It is also the beginning of the week-end which starts the mid-July vacation period. "Every parlor car, every sleeper is gone," the Boston & Maine reports, cheerfully. "We are sold out—lock, stock and barrel."

Cool Spell Ends, Humidity on Rise

Mid-July weather is on its way back to Greater Boston with sunny warm weather prevailing today. Tomorrow the humidity will increase and showers are expected in the late afternoon.

Last night was cool and comfortable with a low temperature of 61 degrees at 5:30 o'clock but this was nowhere near a record for coolness at this time of the year.

Today the mercury will climb to 82 degrees while the low tonight is expected to be 65.

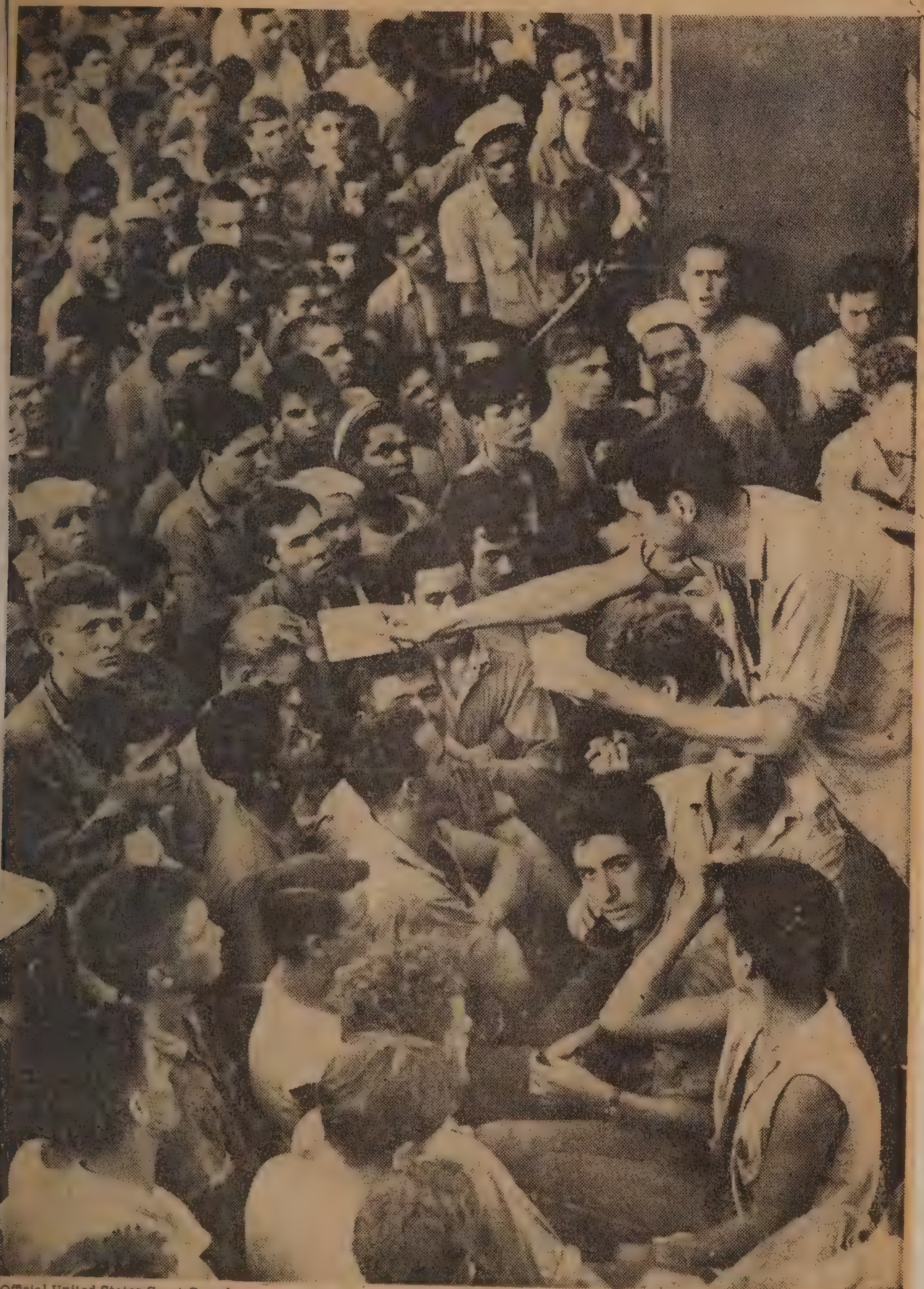
BOSTON TO BE HUMID AGAIN

Expect Showers Tonight and Tomorrow

Boston and vicinity are in for a period of stagnant weather conditions this week-end, without much change in temperatures, but with increasing humidity until it will become quite "muggy" by Sunday, the forecaster said last night. Not only that, but scattered showers tonight are due to develop into more forthright showers and thunder-showers Sunday. The high temperature yesterday was a mere 77 degrees. And it should not get much above that over the week-end, the latest weather map reading indicated.

Saturday, July 14 1945 X
Read from 3am to 5.45
then slept until 7, Breakfast upstairs - orange juice -
oatmeal - Poached egg on
Toast - Iced coffee - Lazed
in Bed all morning. John, Mary, Jim, Thelma
Harlow and Nan Norton left at 11.40 for a
week at Webb Pond in Weld, Maine, a 200 mile
drive their car was packed to over flowing.
What a laugh! Up. Shave & a shower. Lunch on
the porch at 1.10. Roast Pork in Curry & Gravy
on Toast. Tomato & lettuce salad. Iced Coffee -
Custard & Sliced Peaches. Frances took
me down to Waverley Square + there I
took a Bus via Waltham to West
Newton - there to the First Unitarian
Church to the funeral services of Mrs.
Sinclair Weeks, a sweet lady whom I
have always had a high regard for.
After the services - ran into Judge Felix
Forte and he gave me a lift to
Cushing Square - there at Batson's!
Bought the evening newspapers - From
there walked home. Relaxed X - Supper
on the porch and good. Cheese
Omelette with Bacon Rolls and

.I.'s Echo to the Mail Call



Official United States Coast Guard

All Hands Out!—One Call They Never Miss

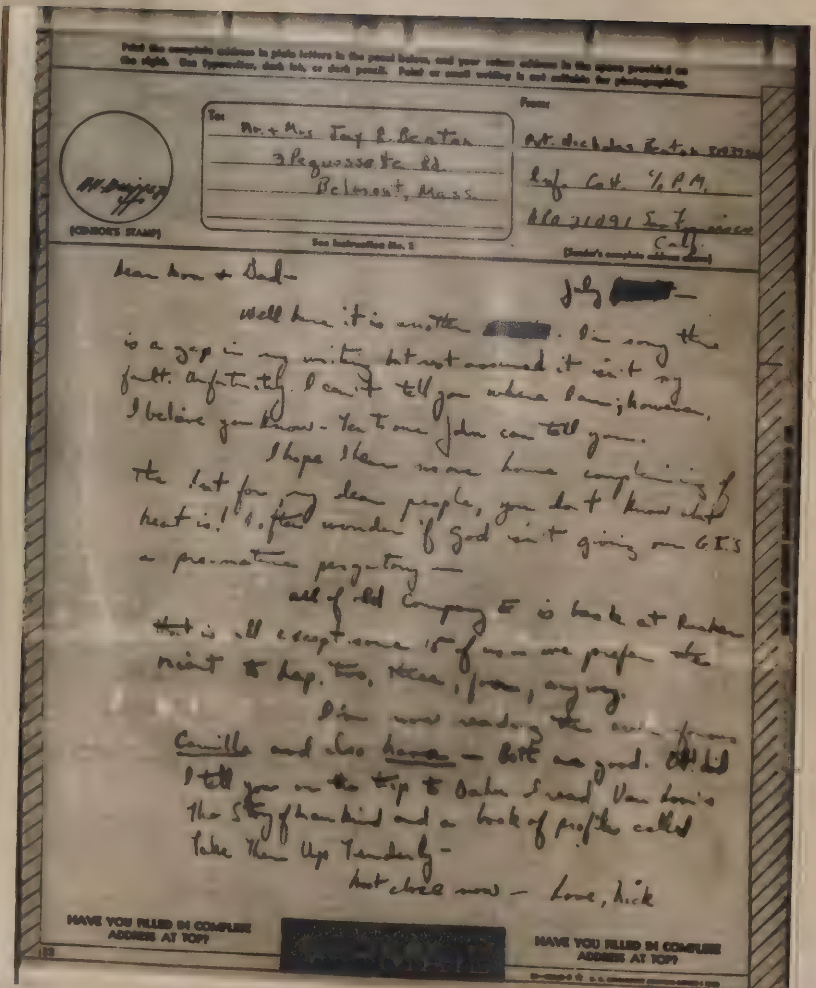
Official United States Coast Guard

Sacks of Mail: Ammunition for the Morale Front

WAR & NAVY
DEPARTMENTS
V-MAIL SERVICE
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, $300

JUL



Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Faint or small writing is not suitable for photographing.

To:
Mr. & Mrs. Jay E. Benton
3 Pequossette Rd.
Belmont, Mass.

(CENSOR'S STAMP)

See Instruction No. 2

From:
Pvt. Nicholas Benton
Infy. Co. H. c/o P.M.
APO 21091 San Francisco
Calif.

(Sender's complete address above)

Dear Mom & Dad—

July [redacted]—

Well here it is another [redacted]. I'm sorry there is a gap in my writing but rest assured it isn't my fault. Unfortunately I can't tell you where I am; however, I believe you know - Yes to me John can tell you.

I hope I hear no more home complaining of the heat for my dear people, you don't know what heat is! I often wonder if God isn't giving us G.I.'s a pre-mature purgatory —

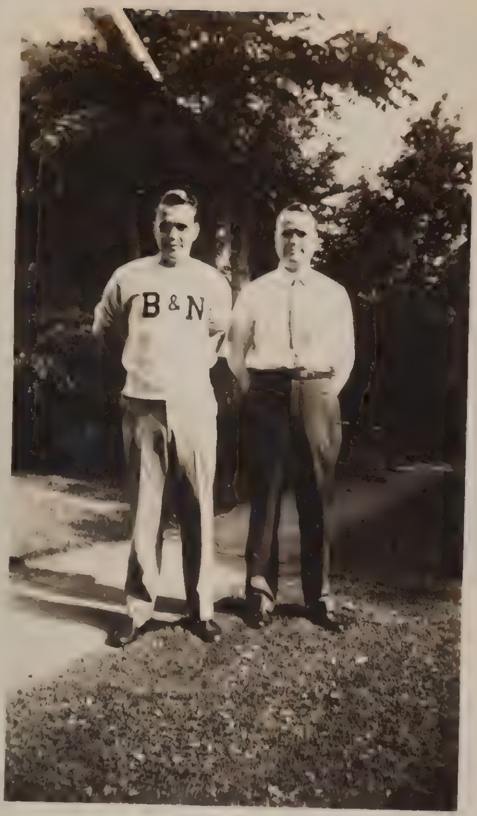
All of old Company E is back at [illegible] that is all except some 15 of us — we prefer [illegible] meant to keep. Two, three, four, anyway.

I'm now reading the [illegible] — Camille and also Laura — both are good. Oh! did I tell you on the trip to Oahu I read Van Loon's The Story of Mankind and a book of poetry called Take Them Up Tenderly—

Must close now — Love, Nick

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?



PETER + JOHN

JULY 14, 1945

BOSTON POST, SATURDAY, JULY 14, 1945

REAL PORT AUTHORITY IS ASSURED

House Enacts $15,000,000 Bill by Vote of 198 to 14

Creation of a real Port of Boston Authority with a $15,000,000 bond issue to build piers and other waterfront facilities to attract world trade here was assured last night when the House enacted the bill by a vote of 198 to 14.

EFFECTIVE WHEN SIGNED

With an emergency preamble attached to it to make it effective as soon as it is signed by Gov. Tobin, the bill was rushed through the corridors to the State Senate which was on the point of adjournment. Because some of the Senators had left for home, action was delayed until Monday, when it is certain of approval because the only real opposition to the measure was in the House.

The House gained its objective in amending the bill at the suggestion of Rep. Henry L. Shattuck, Back Bay Republican, to provide that the new authority may spend the $5,000,000 now and then come back with plans and specifications in January and by a mere majority vote obtain legislative approval to spend the remaining $10,000,000.

Sponsors of the bill, including the State's leading bankers, industrialists and labor leaders have pointed out that the $15,000,000 will be only the start on the port development program if Boston is to compete successfully with New York, Philadelphia, Baltimore and other Atlantic ports.

An attempt to obtain a unanimous vote in the House for the port bill was made by Rep. Peter J. Jordan of Revere, the Republican assistant floor director, who had filed the bill at the request of the Greater Boston development committee.

14 Members in Opposition

The 14 members who stood out at the end against enactment in the House were Reps. Allen and Bigelow of Brookline; Casey, Pittsfield; Connolly, Jamaica Plain; Dooley, Taunton; Doyle, Worcester; Foster, Somerville; Howard, Westminster; Johnson, Worcester; Loring, Worcester; McCarthy, Somerville; Telford, Plainville; Wondolowski, Worcester, and Wood of Easton.

Rep. Doyle made an effort to muster enough votes to defeat the bill, because a vote of two-thirds of the members present and voting was necessary for the bond issue, but he was not successful. He was joined in his spoken opposition to the bill in the final debate by Reps. Robert G. Connolly of Jamaica Plain and Paul A. McCarthy of Somerville.

THE BOSTON DAILY GLOBE—SATURDAY, JULY 14,

House Passes Port of Boston Bond Issue

By SAMUEL B. CUTLER

The $15,000,000 restricted Port of Boston bond issue sped through the House on a 198-14 roll call late yesterday, and last night faced only a routine enactment vote of the Senate and the signature of Gov. Tobin.

A short-lived, half-hearted effort was staged to defeat the bill in the House, but this quickly subsided and many opposing members shifted their votes as soon as the roll call showed the necessary two-thirds support had piled up.

See PORT, Page 5

Earlier, the Senate had accepted on voice vote the conference committee report permitting the new Boston Port Authority to spend $5,000,000 without delay and requiring Legisilative approval of leases and plans for piers before the balance can be used.

Carrying an emergency preamble, the bill will enabl Gov. Tobin to make his appointments to the new agency next week.

The brief House discussion closed with an appeal by Representative Peter J. Jordan, Republican floor leader, not to let the port program be "sabotaged at the final stage."

Even Representative Anthony R. Doyle, Worcester Democrat, who made a last-minute appeal for a $5,000,000 bond issue, finally lent his support on the roll call.

Voting against the bill were Representatives Allen, Brookline; Bigelow, Brookline; Casey, Pittsfield; Connolly, Boston; Dooley, Taunton; Doyle, Worcester; Foster, Somerville; Howard, Westminster; Johnson, Worcester; Loring, Worcester; McCarthy, Somerville; Telford, Plainville; Wondolowski, Worcester, and Wood, Easton.

THE BOSTON HERALD, SATURDAY, JULY 14, 1945

HOUSE ENACTS PORT ISSUE

Senate Yet to Act On $15,000,000 Bill

Advocates of port of Boston development scored a smashing victory yesterday when the Massachusetts House, by vote of 198 to 14, enacted and sent to the Senate a $15,000,000 bond issue under which $5,000,000 will be made available immediately, with the $10,000,000 balance earmarked for future waterfront projects.

The measure reached the Senate as that body was about to adjourn, but no difficulty is expected in obtaining the necessary two-thirds vote for enactment on Monday.

Although Rep. Peter J. Jordan of Revere, Republican whip and a leading advocate of the port bill, called for a unanimous vote in the House yesterday, heated opposition came from Reps. Anthony R. Doyle of Worcester and Robert G. Connolly of Boston.

Doyle argued that the bond issue amounted to a $15,000,000 "blank check," while Connolly protested: "I wonder if a Governor like James M. Curley would obtain support of the Chamber of Commerce and the president of the Federal Reserve Bank. if he sponsored such a program? We have been blackjacked and bludgeoned by the newspapers to vote for this."

The 14 members who voted in opposition to the bond issue were:

Richard J. Allen of Brookline, Albert F. Bigelow of Brookline, Daniel Casey of Pittsfield, Robert G. Connolly of Boston, Joseph W. Dooley of Taunton, Anthony R. Doyle of Worcester, John F. Foster of Somerville, J. Philip Howard of Westminster, Ernest A. Johnson of Worcester, Burton E. Loring of Worcester, Paul A. McCarthy of Somerville, Clarence F. Telford of Plainville, Stanislaus G. Wondolowski of Worcester and Albert E. Wood of Easton.

Boston American, July 14—3

Senate Approval Of Port Bill Seen

Final enactment of the $15,000,000 Boston Port Authority Bill by the Senate on Monday, following its overwhelming passage by the House with a vote of 198 to 14, was predicted today after the legislature adjourned for the week-end.

The measure, providing $5,000,000 for immediate use by the new Port Authority and $10,000,000 to be available next year, will be sent to Gov. Tobin for his signature immediately after Senate enactment.

A spiritless effort in the House to defeat the measure subsided when a roll call vote was called for, many members shifting their votes to pile up the required two-thirds majority for enactment.

Earlier, the Senate had accepted on voice vote the conference committee report permitting the expenditure of $5,000,000 this year and requiring legislative approval of plans and leases before the $10,000,000 balance can be used.

Under an emergency preamble, the bill will enable the Governor to make his appointments to the new Port Authority next week.

The 14 House members who voted against the bond issue were: Richard J. Allen, Brookline; Albert F. Bigelow, Brookline; Daniel Casey, Pittsfield; Robert G. Connolly, Boston; Joseph W. Dooley, Taunton; Anthony R. Doyle, Worcester; John F. Foster, Somerville; J. Philip Howard, Westminster; Ernest A. Johnson, Worcester; Burton E. Loring, Worcester; Paul A. McCarthy, Somerville; Clarence F. Telford, Plainville; Stanislaus G. Wondolowski, Worcester, and Albert E. Wood, Easton.

BOSTON TRAVELER, SATURDAY, JULY 14, 1945

Senate to Vote On Boston Port Bill Monday

Marking a signal victory in the long struggle to obtain new, rejuvenating facilities for Boston waterborne commerce, the Massachusetts Senate wil vote Monday on enactment of the Boston Port Authority Bill.

The needed two-third vote to set up a $15,000,000 bond issue, $5,000,000 of which will become available immediately with $10,000,000 due for approval next year, was considered a foregone conclusion. There was only one dissenting vote when the matter was before the Senate a few days ago.

HOUSE APPROVES

The Senate vote became the only remaining step when the House yesterday approved the measure, 198 to 14, by roll call. This left as scarcely more than routine procedure the Senate approval and the signature of Gov. Tobin, who has been a strong proponent of the move to prepare the harbor's worn-out and inadequate piers and berths for expected post-war, competitive trade.

Only faint opposition was left in the House, scene of much stormy debate a few days earlier, by the time the final vote was taken. Some of it was from Reps. Anthony R. Doyle of Worcester and Robert G. Connolly of Boston.

BOSTON MARINE
GUIDE

NEWS OF INTEREST

PORT BILL MAKING PROGRESS
SENATE TAKE ACTION—BILL IN CONFERENCE

The new Port of Boston Authority bill (H. 684), providing for establishment of a new Port Authority set up, and carrying provisions for 15 millions for port facilities rehabilitation, passed the State Senate last Tuesday by a vote of 28 to 1, the lonely one being Senator Charles J. Jess Sullivan of Worcester.

The Senators apparently realized the importance of port trade and commerce to New England, and the necessity of going to work NOW on a program to give the Port of Boston some new and modern pier terminals, rather than approve a 5 and 10 cent fund arrangement, as passed by the House.

The Senate, after the House action in befuddling the 15 million fund by cutting it down to 5 millions now, with a half-promise of the other 10 millions later, eliminated the Shattuck House amendment and made the 15 million dollar fund available with no strings or hindering provisos attached.

The bill has gone to the Conference Committee consisting of Representatives Hill, Powers and Smith, and Senators Haley, Lee and Nicholson, where it is hoped the Senate version of this greatly needed legislation will prevail, and that the House members will get on the band wagon and give the Port of Boston, New England industry and commerce, full opportunity to advance. These factors, life blood of New England, cannot forever go backward and go beyond New England's horizon.

New England must keep industry, trade and commerce and the port in fluid and top-notch position, or other sections of the country and other ports will skim the cream, leaving New England with the thin skimmed milk.

Importance of Port commerce to a section cannot be too greatly stressed. Its beneficial effects are so greatly interwoven with business and daily life that its benefits reach practically, if not all, of the inhabitants and areas. To discourage the fostering of a great port's commerce, the dependent industries, and trade, would be to say that New England prefers to play ball on a sand lot rather than in the big league.

Other ports are preparing to spend many more millions than Boston on their ports, but New England, with true Yankee ingenuity can do as much with one dollar as other ports do with ten.

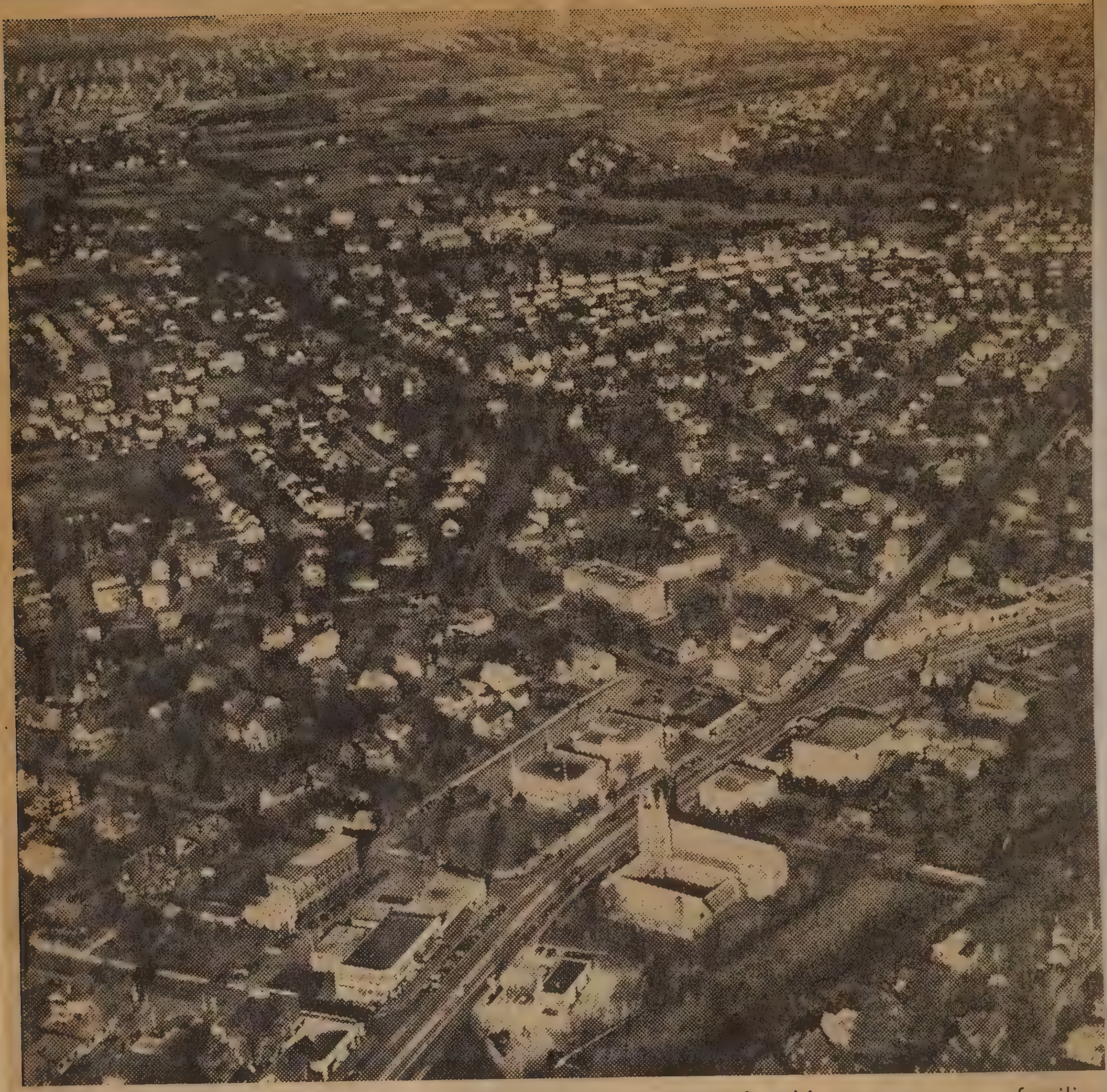
The last new commercial pier to be built in Boston was the Commonwealth Pier 5, South Boston, some 30 years ago, and that Boston has handled so much tonnage, with what it has had in port facilities, has been a credit to the port facilities operators. It is doubtful if any other port, with similar set up, could have done so well.

Some of the railroad piers, because of old age and decrepit condition, have been torn down, leaving the port with fewer berths than before the wars. To make up for these, new construction is essential and imperative that it be started now.

Castle Island, built by the Army to serve Army requirements, is not suitable for commercial commerce in its present state and it may be some time before the Army relinquishes it for commercial use. If and when it does so, it will require a large amount of reconstruction to make it suitable.

Welfare of port commerce and New England industry should be above and beyond petty political bickering, and our friends in the Legislature should go all out to see the great advantages to Massachusetts and New England in having a great port available.

(LATER (Friday)—Conference Committee on Thursday recommended passage of the bill with five million bond issue to be authorized now, and the other 10 million later after plans and specifications for further development are presented to the Legislature next year. Conference Committee is reported as taking the position that unless this compromise was made, there was slim chance of the measure passing at this session of the Legislature).



WEST NEWTON FROM THE AIR—Residents of the Newtons will be able to spot many a familiar photo, made by Herbert Stier through the courtesy of United Air lines. The street swinging from t left foreground is Washington street. Branching out straight away to the upper right is Watertown st heads out toward Waltham, upper left. The West Newton Unitarian Church stands out in the for

JULY 14, 1945

Mrs. Sinclair Weeks

Funeral services for Mrs. Sinclair Weeks, whose son, Capt. John W. Weeks recently established his residence at 58 Pinehurst road, were held Saturday afternoon at the West Newton Unitarian Church. Mrs. Weeks died Tuesday of last week at the family's summer home in Lancaster, N. H. Rev. Herbert Hitchen, D. D., conducted the service.

Mrs. Weeks, whose husband is the former United States Senator Sinclair Weeks, is also survived by Mrs. Frances Hallowell, Miss Martha S. Weeks, Miss Beatrice Weeks, Lt. Sinclair Weeks, Jr., and William Dowse Weeks. Her son, Capt. John Weeks, is now recovering at Camp Edwards General Hospital from wounds received in action in Germany.

Among those from Belmont who attended the services were former Atty-Gen. Jay R. Benton, Thomas Pappas and Judge Felix Forte.

Following the services the body was taken to the Newton Cemetery for cremation. Burial was in Lancaster, N. H.

Many Notables At Weeks Rites

Wife of Ex-Senator To Be Buried in N. H.

Many distinguished personages of the state and nation including Mrs. Wendell L. Wilkie and John W. Hanes, former under secretary of the Treasury, attended the funeral services yesterday, at the First Unitarian Church in West Newton, for Mrs. Beatrice Dowse Weeks, wife of former U. S. Sen. Sinclair Weeks.

Among the members of the immediate family present were Capt. John W. Weeks, USA, home on leave; and William D. Weeks, an Army air cadet stationed at Plymouth, O. Another son, Lt. Sinclair Weeks, Jr., USA, is on Pacific duty.

NEW HAMPSHIRE BURIAL

The Rev. Dr. Herbert Hitchen, minister of the church, officiated. Cremation at Newton cemetery will be followed by burial in Lancaster, N. H., where Mrs. Weeks died Tuesday.

Charles G. Squibb of Weston, was head usher, and among others present were: U.S. Sen. and Mrs. Saltonstall; U. S. Sen. and Mrs. Styles Bridges of Concord, N. H.; Lt. Gov. Robert F. Bradford and his daughter, Miss Rebecca Bradford; former Gov. Channing H. Cox and Mrs. Cox; Mayor Paul M. Goddard of Newton; Mr. and Mrs. Samuel Pryor of Connecticut; Charles E. Spencer, Jr.; and state Rep. Edward S. Munroe of Lancaster, N. H.

Also present were: Maj.-Gen. Sherman Miles, commanding general of the First Service Command; Capt. Donald Ramsey, USN; Charles F. Mills of Milton; Henry H. Bliss of Chestnut Hill; William E. Mullins of Belmont; C. Raymond Cabot of Newton; William H. Claflin, Jr., of Belmont; and Henry W. Durant of Brookline.

OTHERS ATTENDING

Others were: John E. Fowler, Cambridge; William T. Glidden, Jr., West Newton; Maynard Hutchinson, Newton; J. Preston Rice, Brookline; F. H. Trumbull, Concord; Robert A. Widden and Richard Ott, both of West Newton; Carroll L. Meins, Boston; Maj-Gen. Daniel Needham, Newton; Maj. George E. Plimpton; and Charles Nichols.

Still others attending: State Secretary Frederic W. Cook, Justice John V. Spalding of the supreme court, Judge Felix Forte of the superior court, Michael T. Kelleher, Thomas A. Pappas, Rep. Peter Jordan, Rep. Richard B. Wigglesworth, George B. Rowell, Lt. Maxwell Rabb, USNR; Theodore E. Hedland and former Atty-Gen. Jay R. Benton.

JULY 14 -

SINCLAIR WEEKS
1014 STATLER BLDG.
BOSTON 16, MASS.
August 7, 1945

Dear Jay:

I want to send you just a line to thank you and Mrs. Benton so much for your wire of sympathy. It meant a great deal to me to hear from you at this sad time and it did help a whole lot.

Very sincerely yours,

Sinclair

Honorable Jay R. Benton
3 Pequosset Road
Belmont, Massachusetts

grilled Tomatoes - Parkerhouse Rolls - Butter -
Fresh Fruit salad - with chives - White
grapes - peach slices - melon - Banana -
and orange. Cream Dressing. Milk -
to bed, read, and to sleep early -
a muggy night. It rained hard for
several hours.

High Humidity, Showers Today

Hopes for week-end weather to match the perfection of the past few days went aglimmering as the Weather Bureau came up with a Sunday forecast of "mostly cloudy" with high humidity and scattered showers, followed by thundershowers this afternoon.

Week-enders got away to a bad start yesterday with cloud banks covering most of the New England area holding a threat of rain.

Sunday, July 15, 1945 X

Very muggy this morning - at 5 I woke up and tackled the pile of papers on top on the cabinet - clipping the "Port Bill" articles - Breakfast upstairs at 8.30 - orange juice - cornflakes - Escalloped halibut - Parker House Roll - Butter - Iced Coffee - Read the Sunday papers - Up at 11.30 shaved and dressed. Over to 11 Oak Avenue to see Mother - she is much better - Back to the house. front porch. Dinner at 2. Frances and I peul. Jellied Consomme - Radishes scallions - Broiled Sirloin Steak - Whipped Potato - Creamed Celery. new green Peas. Parker House Rolls - Butter - Small Dish Custard & Blueberries - Iced Coffee - at 2.45 - Another tropical downpour + Rested all afternoon — Kathleen & Jane went out at 5.50 - X — had a shower - Frances made me a snack supper - had it at 7. Fried Egg & grilled Tomato on lettuce & Toast - a nice cold fruit cup - milk - 7.20 Raining again.

THE UPPER CONNECTICUT VALLEY AT GUILDHALL, VERMONT

DEDICATION OF HONOR ROLL

GUILDHALL, VT.

JULY 15 - 12:15 P.M.

SERVICES ON LAWN OF GUILDHALL PUBLIC LIBRARY

INVOCATION -- REV. MURRAY SLEEPER

UNVEILING OF HONOR ROLL -- PHYLIS McALLISTER

SPEAKER -- JUDGE E. E. STEVENS

Honor Roll Committee	Dedication Committee
Mrs. Eva Keysar	Mrs. Lena Hall
N. D. Hunter	Mrs. Leversa Wentworth
John Hodge	
K. E. Hayes	

Please make an extra effort to attend these exercises.

DEDICATION PROGRAM

INVOCATION -- REV. MURRAY SLEEPER

PRESENTATION of FLOWERS to WIVES and MOTHERS of MEN in SERVICE -- EPWORTH LEAGUE GIRLS

UNVEILING OF HONOR ROLL -- PHYLLIS McALLISTER

SONG -- AMERICA

ORATION -- JUDGE E. E. STEVENS

SONG -- GOD BLESS AMERICA

BENEDICTION -- REV. MURRAY SLEEPER

HONOR ROLL DEDICATION

The dedication of the Honor Roll planned for Sunday on the Library lawn had to be held in the Library. The unveiling was done by the small daughter of Pvt. and Mrs. Gary McAllister, and each mother or wife of the service men were given a carnation by the Epworth League girls.

A short address was given by E. E. Stevens and followed by a prayer by the Rev. Sleeper. The very beautiful honor roll designed and made by John Hodge and Karl Hayes, was afterwards set up on the lawn. It contains 54 names and three gold stars.

TRAVELER JULY 16 -

Senate Passes Hub Port Bill

New Five-Member Board Is Set up; $5,000,000 Fund Is Appropriated

By a unanimous vote the Massachusetts Senate today passed the bill creating a new Boston Port Authority, making a $5,000,000 appropriation available this year, with provision for $10,000,000 next year.

UP TO TOBIN

The vote sent the legislation to the office of Gov. Tobin for his signature.

The Governor will sign the bill tomorrow noon, his counsel, Harry Kalus. said later today.

The new port authority will consist of a five-man board with broad powers to make contracts and to carry out a program for new piers and waterfront facilities needed to restore the harbor's usefulness.

The step-by-step process by which the legislation passed through the House and Senate was hailed by Boston officials and industrialists

PORT
(Continued on Page Five)

as an important victory for progress and anticipated post-war prosperity for the city and state.

Important sponsor of the port bill was the Greater Boston Development Committee, but many civic bodies and sity and state leaders placed their weight behind the proposal.

The five members of the new port authority, yet to be named, will serve without compensation, except for expenses. They are auauthorized to appoint a director and other employes to carry out the work.

Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, said that passage of the bill "marks a long step forward in the task of promoting the future prosperity of the city and state. With a strong port authority and particularly with the selection by that authority of the best manager for the port to be found in America, we can be assured that foundations can be solidly laid for our future.

"From that point on," Flanders said, "it will be the duty of inlutsdy, transportation and agriculture, to play their part in the evelopment and use of the port. his will be not merely their duty, it their privilege as well, since will be of priceless advantage them in the years to come."

ay R. Benton, chairman of the ater Boston Development Comtee, hailed passage of the law h the declaration: "History has n made today. The enactment the port bill is the 'keystone of arch.' Senators, representas, industry, capital, labor and iculture have joined hands in a ond Boston Tea Party. This is first step in a real rejuvenation Boston, Massachusetts and New land."

Nicholas E. Peterson, another member of the committee, and Andrew F. Lane, manager of the present port authority which will be replaced, asserted in a joint statement:

"An instrument has been created to break the bottleneck that has been strangling the economic life of this section, and to make possible the restoration of the port as gateway to our commerce. Thus we are in a position to take an important step forward."

They added that "the rejuvenation of the port under competent maangement will contribute immensely to the business health of the entire region, and will return good dividends in the way of new jobs and opportunities for advancement." They pointed out that "by this measure we can now go forward with blue prints for the development of this region."

Thomas A. Pappas, a member of the authority which ceases to exist, said "the new legislation gives Massachusetts a great opportunity for a fresh start toward making the most of its great national resources. I am confident that the Governor can find and will appoint five outstanding personalities especially well qualified for the task."

GLOBE

Boston Port Bill Goes to Governor

By a rollcall vote of 30 to 0 the State Senate this afternoon enacted the Boston Port Authority Bill to appropriate $15,000,000 for development of the port but to have $5,000,000 available to the Port Authority immediately and the other $10,000,000 next year upon approval of plans and projects by the Legislature.

The bill now goes to Gov. Tobin, who announced that he would sign the measure tomorrow at noon.

Civic Leaders Hail Passage of Port Bill

Enactment of a Boston Port Authority Bill in which the Senate and House of the State Legislature have concurred was hailed today by civic leaders as the "keystone of the arch" on which the greatness of a new Boston will be based.

The memasure provides that an immediate appropriation of $5,000,000 be made for development of the port and that an additional $10,000,000 be made available by legislative permission later.

Chairman Jay R. Benton, chairman of the Greater Boston Development Committee. asserted after today's action by the Senate that "History has been made today. The enactment of the Port bill is the 'Keystone of the arch.'

"Senators, Representatives, industry, capital, labor and agriculture have joined hands in a second Boston tea party. This is the first step in a real rejuvenation of Boston, Massachusetts and New England."

Nicholas E. Peterson, vice president of the First National Bank of Boston, and Andrew F. Lane, manager of the former Port Authority, coauthors of the report on which the bill was based, in a joint statement asserted that "an instrument has been created to break the bottleneck taht has been strangling the life of this section and to make possible the restoration of the port as a gateway to our commerce."

Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, stated that the passage of the Port Authority bill with the Shattuck amendment "marks a long step forward in the task of promoting the future prosperity of the city and state."

"From that point on," he continued, "it will be the duty of industry, transportation and agriculture to play their part in the development and use of the port."

Speaking as a member of the old Port Authority, Thomas A. Pappas declared that the "new legislation gives Massachusetts a great opportunity for a fresh start toward making the most out of its great natural resources."

MONITOR

Port Bill Sent to Tobin;

The World's Day—July 16, 1945

Boston: Tobin May Sign Port Bill Tomorrow

By a 30-to-0 vote, the Massachusetts Senate enacted the $15.000,000 Boston Port Development bill and sent it to Governor Tobin. The Governor is expected to sign the bill tomorrow.

-AMERICAN-

Port Bill Passed, Goes to Tobin

By an unanimous 30-0 rollcall vote, the Senate today approved the $5,00,000 bond issue to finance early steps of the Boston Port Authority's program for modernization of Boston shipping facilities.

The measure was sent immediately to Gov. Tobin to be signed into law. The Governor's office staff announced he would affix his signature to the document at noon Tuesday.

The measure now goes to Gov. Tobin to be signed into law. This was expected late this afternoon.

The legislature's action drew quick comment from leaders in the campaign for the plan to modernize and develop Boston's harbor facilities.

Said Chairman Ralph E. Flanders of the Massachusetts committee for port development:

"Passage of the port authority bill marks a long step forward in the task of promoting the future prosperity of the city and state."

Thomas A. Pappas, a member of the present port authority which will pass out of existence with the advent of the new agency, said the measure gave "Massachusetts a great opportunity for a fresh start toward making the most out of its greatest natural resource."

Jay E. Benton, chairman of the Greater Boston development committee, said enactment of the bill was "the first step in a real rejuvenation of Boston, Massachusetts and New England."

American Arbitration Association
9 ROCKEFELLER PLAZA · Telephone CIRCLE 5-4700
NEW YORK 20, N. Y.
CABLE ADDRESS: "ARBITRATION"

July 16, 1945

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

My dear Mr. Benton:

I am advised that following the second meeting on International Arbitration held in Boston on June 25th, sponsored by the Massachusetts Institute of Technology, that you have consented to serve on a Program Committee, to make recommendations for the development of the port of Boston as a center for international commercial arbitration. I greatly appreciate your cooperation in forwarding this project.

If it is your wish, this Association will be very glad to have its representative confer with your Committee early in the fall to discuss with you the initial steps that might be taken in furthering this project. I have asked our Boston representative, Mr. Henry Morandiere, to confer with you upon return from his vacation and to advise me of your wishes.

If at any time when you are in New York you can find time to visit our headquarters, it will be a pleasure to welcome you and to advise you more fully of our work.

On behalf of the Board of Directors, I want to thank you for your cooperation when other more important matters are making such heavy demands upon your time and energies.

Very sincerely yours

H O King

H. O. King
President

HOK:CS

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[illegible] E. YOUNG, [illegible]
[illegible]

** In Armed Forces of U. S.
* On Leave, in Government Service

July 16, 1945

To the Editors of the
Coos County Democrat:

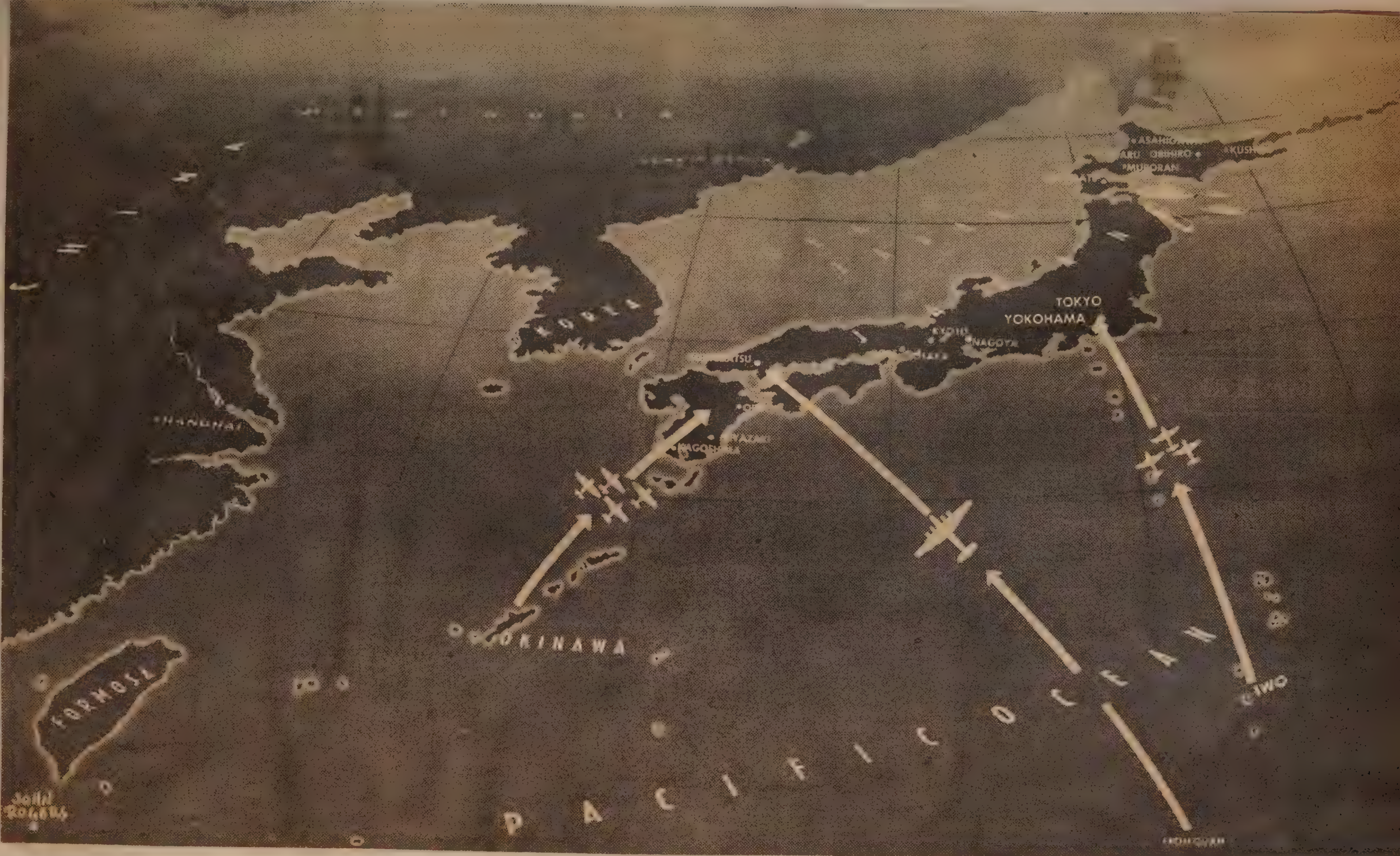
The news of the death of Mr. White came to me as a shock and, in common with his large circle of friends, I shall miss him very much.

His passing has taken from the North Country one of its most faithful servants and its most ardent champion. That section had the benefit of his genius and the inspiration of his leadership for forty-four years and his passing is a hard blow. It leaves a void which will be difficult to fill indeed.

Sincerely yours,

Jay R. Benton

JRB:BCC


TOKYO
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FORMOSA
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OBIHIRO
PACIFIC OCEAN
JOHN ROGERS

BOSTON NEWS BUREAU

BOSTON MUTUAL LIFE PROGRESS REVIEWED

The steady growth and achievements of the Boston Mutual Life Insurance Company, are reviewed in a report issued by President Jay R. Benton to the directors, the home office staff, and agency forces.

For the fiscal year of 1944, increase of insurance in force totalled $9,437,018; for the first five months of 1945, the gain was $4,827,514, making the total insurance in force May 31, $134,047,520. For 1944 excess of income over disbursements, $2,310,866; for the first five months of 1945, $913,727. Stocks and bonds for 1944 totalled $18,485,267, of which $16,633,846 is in United States Bonds. Cash in banks $501,000. The gain in policyholders brought the total to 371,219.

The five months 1945 period shows premium income amounting to $2,351,660; gross assets increased $2,614,695 over a year ago; surplus increased $322,969. Since the first of the year $844,822 has been paid to policyholders; increase in legal reserves was $958,000.

GLOBE

Boston Mutual Life Growth Continues

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Mr. Benton points out that this advancement is being made despite manpower shortage and other war time contingencies. Improved income and financial status of policyholders is indicated by reduction in the number of policy loans and cash surrender values.

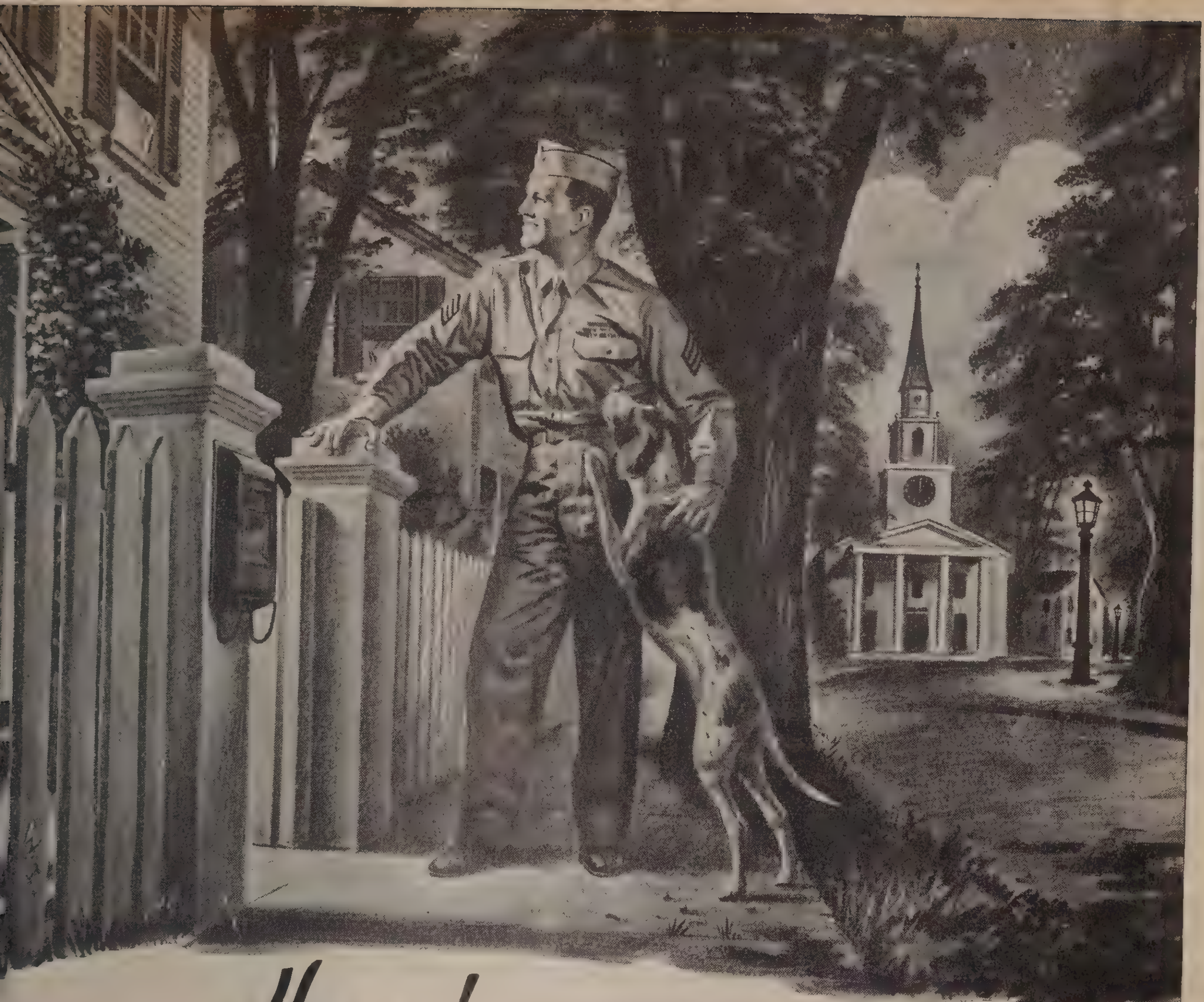
East Wind Staves Off Sultry Day

An east wind saved Boston today from oppressive heat and humidity as the temperature dropped from 74 at 9 o'clock to 65 at 2:30.

Normally the temperature rises during the day but today the humidity fell from 95 to 85 percent during the same period. Tonight, the temperature will continue to drop to about 60 and there will probably be light showers late in the evening.

Monday, July 16, 1945 -
Up early and down stairs to take the furniture off the front porch - but it was so muggy that Erickson the painter decided to paint blinds down cellar. Breakfast inside - Orange juice - Ralstons. Fried eggs & Bacon - Toast - Iced Coffee - to the Square with Frances - to Simpson's to inquire about having Frances Travelling clock repaired - to "Doc" Andrews the dentist to have my teeth fixed up - did the left side - two large fillings and then. prophylaxis - have to go back on Thursday. Subway - office - Company work and much detail on the Port Bill. Out to lunch at 12.30 with Everett Lane - he is wearing dark glasses. Eye trouble - to Patten's on Court St. Jellied Consommé Breaded Veal Cutlet. String Beans - Johnny Cake. Assorted Melon Balls - Iced Coffee - to Iver Johnson's - After weeks of waiting procured a colored movie film - and a 130 - to Jordan's to leave Peter's film - Woolworth's for mucilage - Back to the office - at 3.30 over to the

Boston headquarters. Home with Moody — Dinner - Jellied Consomme - Lamb chops - Creamed Potatoes - Beets & greens — Rolls — Milk - Melon Balls.



Home!

THE FIRST HOURS OF REJOICING ARE OVER!

A soldier steps outdoors for a breath of fresh air . . .

Alone, he pauses at the gate . . . *"This is it,"* he thinks, feeling the wonderful realness of New England underfoot. *"Home."*

How right the old church looks, its blessed spire bathed in moonlight. Down the street is the same old friendly drug store. And beyond that — the newspaper office where he used to work.

Again, his pulse quickens as he looks at the house! *His* house just as he dreamed of it . . . the great elm . . . the neat picket fence . . . the white-pillared doorway beckoning in friendliness.

Even the squeak of the front gate hasn't changed . . .

Yes, this is the peace he's hungered after, on a thousand shattering nights when life everywhere seemed to be coming to an abrupt end.

HOME! The gladness in his heart almost hurts.

Soon . . . very soon . . . life will begin again—in earnest.

To assist returning service men in getting a fresh start in life is one of the chief aims of ***Boston Mutual.***

All our accumulated knowledge, gathered over a half-century of experience in catering to the life insurance needs of New England, will be available to those seeking quick, sure guidance towards a worry-free future.

In every locality where a veteran soldier will be welcomed back, a trained ***Boston Mutual*** representative will be standing by, ready to help. *Don't hesitate to call on him.*

★ ★ ★

Increase of Insurance in Force for 1944 $9,437,018 • Total Insurance $129,220,006 • Excess of Income over Disbursements $2,310,866 • Stocks and Bonds $18,485,267, of which $16,633,846 is in U. S. Bonds • Cash in Banks $501,000.

JAY R. BENTON, *President*

Boston
Mutual
Life
Insurance
Company

The Chronicle, Brookline, Massachusetts

All-Time Highs Reached By Boston Mutual Life

Marked Increase In Insurance In Force Also Reported By Pres. Benton

All-time highs in admitted assets, premiums income and excess of income over disbursements are

JAY R. BENTON

noted by President Jay R. Benton of the Boston Mutual Life Insurance Company in his report to directors of the concern covering operations for last year, the fifty-fourth year of its service.

The increase in insurance in force totaled $9,437,018 for the year; for the first five months of 1945, the gain was $4,827,514, making the total insurance in force May 31, $134,047,520. For 1944, excess of income over disbursements was $2,310,866; for the first five months of 1945, it was $913,727. Stocks and bonds for 1944 totaled $18,485,267, of which $16,633,846 is in United States bonds; cash in banks totaled $501,000. The gain in policyholders brought the total to 371,219.

The five months 1945 period shows premium income amounting to $2,351,660 and increases of $2,614,695 in gross assets and of $322,969 in surplus. Since the first of the year, $844,822 has been paid to policyholders; and legal reserves increased $958,000. Improved income and financial status of policyholders is indicated by a reduction

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THE PILOT

Mr. Benton Reviews Progress of Ins. Co.

The steady growth and achievements of the Boston Mutual Life Insurance Company are reviewed in a report issued by President Jay R. Benton to the directors, the home office staff, and agency forces.

During the past year, the Company, now in its 54th year of service, continued to show consistent progress. Total admitted assets,

JAY R. BENTON, President, Boston Mutual Life Insurance Co.

premium income, and excess of income over disbursements attained all-time highs.

For the fiscal year of 1944, increase of insurance in force totalled $9,437,018; for the first five months of 1945, the gain was $4,827,514, making the total insurance in force May 31, $134,047,520. For 1944 excess of income over disbursements, $2,310,866; for the first five months of 1945, $913,727. Stocks and bonds for 1944 totalled $18,485,267, of which $16,633,846 is in United States Bonds. Cash in banks $501,000. The gain in policyholders brought the total to $371,219.

THE BELMONT (MASS.) CITIZEN

Benton Reports For Boston Mutual Life

Pres. **JAY R. BENTON**

The steady growth and achievements of the Boston Mutual Life Insurance Company, are reviewed in a report issued by President Jay R. Benton of 3 Pequossette road to the directors, the home office staff, and agency forces.

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EAST BOSTON ARGUS - ADVOCATE,

Boston Mutual Shows Consistent Progress Under Jay R. Benton

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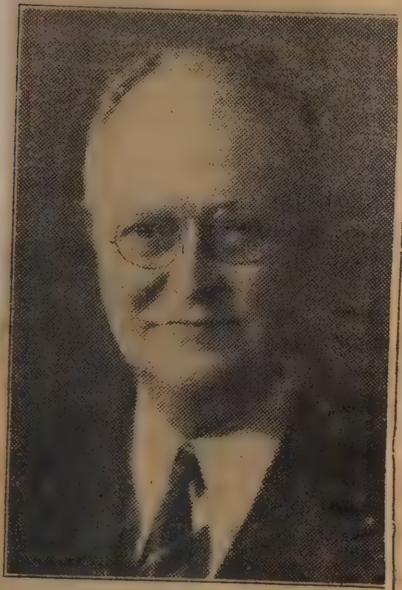

JAY R. BENTON

THE WINCHESTER HERALD

Boston Mutual Life Insurance Co. Report

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Mr. Benton points out that this advancement is being made despite man power shortage and other war time contingencies. Improved in[illegible]me and financial status of policy holders is indicated by reduction in the number of policy loans and cash surrender values.

JAY R. BENTON, PRESIDENT
Boston Mutual Life Ins. Co.

The Townsman, Wellesley, Mass.,

PRESIDENT

JAY R. BENTON, President,
Boston Mutual Life Insurance Co.

Steady Growth Shown By Boston Mutual Life Insurance Company

The steady growth and achievements of the Boston Mutual Life Insurance Company, are reviewed in a report issued by President Jay R. Benton to the directors, the home office staff, and agency forces.

During the past year, the Company, now in its fifty-fourth year of service, continued to show consistent progress. Total admitted assets, premium income, and excess of income over disbursements attained all-time highs.

For the fiscal year of 1944, increase of insurance in force totalled $9,437,018; for the first five months of 1945, the gain was $4,827,514, making the total insurance in force May 31, $134,047,520. For 1944 excess of income over disbursements, $2,310,866; for the first five months of 1945, $913,727. Stocks and bonds for 1944 totalled $18,485,267, of which $16,633,846 is in United States Bonds. Cash in banks $501,000. The gain in policyholders brought the total to 371,219.

The five months 1945 period shows premium income amounting to $2.351,660; gross assets increased $2.614,695 over a year ago; surplus increased $322,969. Since the first of the year $844,822 has been paid to policyholders; increase in legal reserves was $958,000.

RE, MASS., BUDGET, FRIDAY, JULY 20, 1945

Boston Mutual Life Insurance Company Shows Steady Growth

The steady growth and achievements of the Boston Mutual Life Insurance Company, are reviewed in a report issued by President Jay R. Benton to the directors, the home office staff, and agency forces. During the past year, the company, now in its 54th year of service, continued to show consistent progress. Total admitted assets, premium income, and excess of income over disbursements attained all-time highs.

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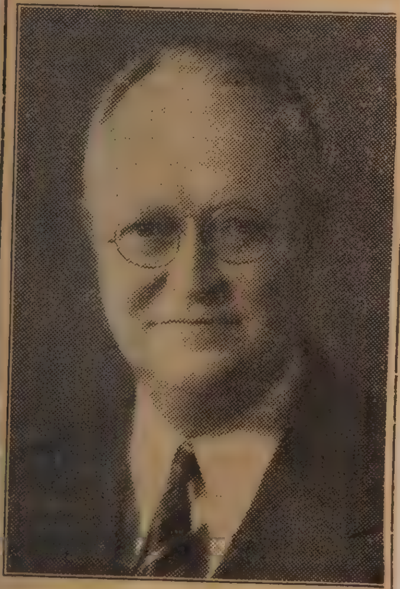
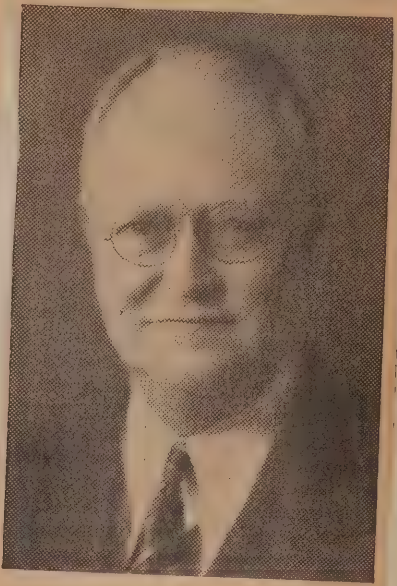


JAY R. BENTON

THE WATERTOWN (MASS.) SUN



JAY R. BENTON

* * *

Big Gain For Boston Mutual

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THE BOSTON DAILY RECORD
Tuesday, July 17, 1945—Page 5

Port Bill Signing Today Breaks N. E. Bottleneck

Hailed as an instrument to break the bottleneck "that has been strangling the economic life of this section," the Boston Port Authority bill will become a law today when Gov. Tobin signs it at noon.

Final legislative action was taken yesterday when the Senate, by a unanimous rollcall vote without debate, approved the $15,000,000 bond issue to finance the Port Authority's program for modernization of Boston shippnig facilities.

Under the terms of the measure the newly created Port Authority will be allowed to spend up to $5,000,000 at once, with the remainder held until the Legislature approves specific projects.

Immediately thereafter the Greater Boston Development Committee released statements by Chairman Jay R. Benton, Nicholas E. Peterson, vice-president of the First National Bank of Boston, and Andrew F. Lane, manager of the former Port Authority, who were co-authors of the Lane-Peterson report on which the legislation was based.

HISTORY MADE

"History has been made today," said the Benton statement. "The enactment of the Port Bill is the 'Keystone of the arch,' Senators, Representatives, industry, capital, labor and agriculture have joined hands in a second Boston Tea Party. This is the first step in a real rejuevnation of Boston, Massachusetts and New England."

The statement by Lane and Peterson said, in part: "The constructive action by the Massachusetts Legislature on the Boston Port Bill provides for the establishment of a strong, authoritative central organization to manage the affairs of the port on a business-like basis, and provides funds for the building of minimum facilities.

BREAKS BOTTLENECK

"An instrument has been created to break the bottleneck that has been strangling the economic life of this section, and to make possible the restoration of the port as a gateway to our commerce. Thus we are in position to take an important step forward."

"The passage of the Port Authority Bill with the Shattuck amendment by the General Court marks a long step forward in the task of promoting the future prosperity of the city and state," said Ralph E. Flanders, chairman of the Massachusetts committee for Port Development.

BOSTON NEWS BUREAU

Tuesday, July 17, 1945

Boston Port Bill Enacted

Senate Approves 30 To 0 And Measure Goes To Governor Tobin—Supporters Hail Legislature's Action

The Massachusetts Senate enacted the Port of Boston bill, providing a $5,000,000 bond issue now and $10,000,000 later. The vote was 30 in favor, none opposed. Now the measure has gone to Governor Tobin for his signature.

Approval of this action was expressed by Chairman Jay R. Benton, chairman of the Greater Boston Development Committee; by Nicholas E. Peterson, vice-president of the First National Bank of Boston, and Andrew F. Lane, manager of the former Port Authority, who were co-authors of the report on which the new legislation is based; by Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development; and by Thomas A. Pappas, a member of the former Boston Port Authority which now passes out of existence.

Benton Sees First Step In Rejuvenation Of Port

In hailing the bill's enactment, Mr. Benton stated: "History has been made. The enactment of the Port Bill is the 'keystone of the arch.' Senators, representatives, industry, capital, labor and agriculture have joined hands in a second Boston Tea Party. This is the first step in a real rejuvenation of Boston, Massachusetts and New England."

In their statement Peterson and Lane declared: "The constructive action by the Massachusetts Legislature on the Boston Port Bill provides for the establishment of a strong authoritative central organization to manage the affairs of the Port on a business-like basis, and provides funds for the building of minimum facilities. An instrument has been created to break the bottleneck that has been strangling the economic life of this section, and to make possible the restoration of the Port as a gateway to our commerce. Thus we are in position to take an important step forward.

"The people of Massachusetts can be assured that the rejuvenation of the Port under competent management will contribute immensely to the business health of the entire region, and will return good dividends in the way of new jobs and opportunities for advancement. Economical water transportation costs made possible by new facilities will give us an indispensable cushion, to help meet the keenly competitive conditions of other regions."

Flanders Wants Best Possible Manager For Port

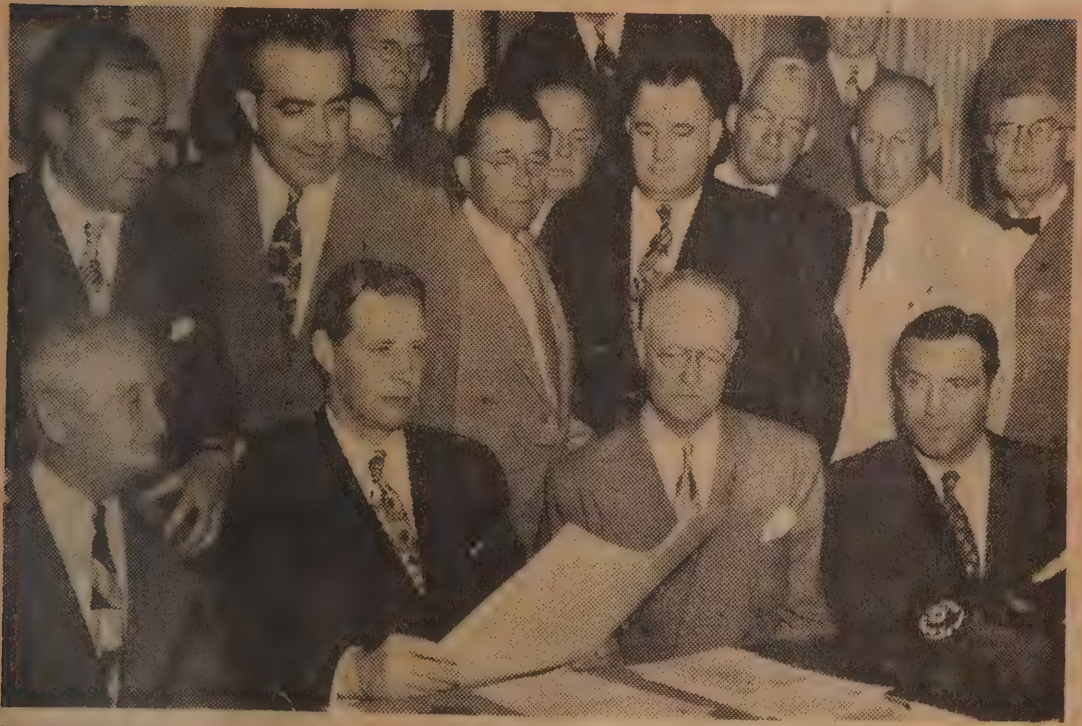
Mr. Flanders stated: "The passage of the Port Authority Bill with the Shattuck amendment by the General Court marks a long step forward in the task of promoting the future prosperity of the city and state. With a strong Port Authority and particularly with the selection by that Authority of the best manager for the Port to be found in America, whoever he may be and wherever he may be found, we can be assured that foundations can be solidly laid for our future.

"From that point on, it will be the duty of industry, transportation and agriculture to play their part in the development and use of the Port. This will be not merely their duty but their privilege as well, since it will be of priceless advantage to them in the years to come."

Pleding his own support to the new Authority, Mr. Pappas declared: "Speaking as one member of the old Port Authority, I wish to say that the passage of the new legislation gives Massachusetts a great opportunity for a fresh start toward making the most out of its greatest natural resource.

"A new Port Authority composed of men carefully chosen for their ability to handle the wholly new job that lies ahead can bring new ideas and new vigor to this great task and opportunity."

BOSTON TRAVELER, TUESDAY, JULY 17, 1945



PORT BILL SIGNED—Many persons who have fought hard for restoration of the port of Boston crowded into the Governor's office this noon to witness his signing of the measure which creates a new Boston Port Authority. Seated, left to right: Former Mayor John F. Fitzgerald, Gov. Tobin, Jay R. Benton and Rep. Peter F. Jordan.

The Port Compromise

Under the political realities which exist, probably the compromise which gives the Port of Boston $5,000,000 now and promises it $15,000,000 next year when specific plans for its development are ready is the most that was to be expected and is entitled to the gratitude due the half-loaf of the proverb.

As a compromise it reflects the half-confidence which has so long been the besetting fault of this community. But there is a pleasanter side to the matter.

That half-confidence was not reflected in the attitude of the businessmen of this area. Without audible exception they stood four-square behind the proposed Port Authority and supported it with a vigor which betokened full confidence in the future of Boston as a major seaport.

If one member of the legislature may be singled out for praise, it is House majority leader Peter J. Jordan of Revere. He sponsored the legislation, worked for it, believed in it. His attitude might be a model for the cooperation which should exist between our elected representatives and the forces which make for local prosperity.

We now have a Port Authority with broad powers to rehabilitate the port. That is the primary essential. There are secondary essentials, too. Foremost among them are the actual rehabilitation of the port and the rehabilitation of the tide of commerce which once flowed through it.

We must now buckle down to the next stage in the job.

THE BOSTON DAILY GLOBE—TUESDAY, JULY 17, 1945

Port Bill Signed in Presence of Sponsors

GOV. TOBIN SIGNS PORT OF AUTHORITY BILL FOR IMPROVEMENTS IN BOSTON HARBOR

Gov. Maurice J. Tobin, shortly after noon today, signed the Boston Port Development bill which makes provision for $15,000,000 for the development of facilities of Boston Harbor.

The signature of the Chief Executive wrote into law immediately the section of the bill providing $5,000,000 now for port development and another $10,000,000 next year on approval by the Legislature of plans and specifications. The present Port Authority remains, under the measure, until Gov. Tobin appoints a new authority to have charge of the port and its development.

More than 30 sponsors of the measure were present in the Governor's office at the signing. William K. Jackson, president of the Boston Chamber of Commerce, declared that the Port Authority bill is an important step in the redevelopment of Boston and Massachusetts as a maritime center and stressed that "the new legislation is only a step" and that "much remains to be done."

Mr. Jackson expressed the hope that "current interest in the port will not be allowed to recede."

He said, "domestic and foreign steamship lines must be shown the advantages of re-establishing their Boston services and New England business establishments must be persuaded to route a greater proportion of their shipments through the port of Boston."

The Chamber of Commerce, he said, has every confidence that Gov. Tobin will appoint as member of the new Port Authority men who will measure up to the magnitude of the task before them.

Among the main business and civic leaders who thronged the Governor's office at the time of the signing of the bill were Jay R. Benton, president of the Greater Boston Development Committee; M. D. Liming, secretary to the Boston Chamber of Commerce; Nicholas E. Peterson, vice president of the First National Bank of Boston and co-author of the Lane-Peterson report on which the bill is based; Andrew F. Lane, manager of the present Port Authority; Daniel Bloomfield, manager of the Boston Retail Trade Board; William K. Jackson, president of the Boston Chamber of Commerce; Francis F. Carmichael, New England regional director of the C. I. O.; John J. Delmore, president of the Boston Central Labor Union.

Daniel Tyler Jr., president of the Massachusetts Selectmen's Association; Harold D. Hodgkinson, vice president of the Greater Boston Development committee and vice president of William Filene & Sons Company; Daniel J. Lyne, a member of the executive committee of the Greater Boston Development committee; Frank Ross, president of the Boston Real Estate Board; Thomas A. Pappas, member of the present Port Authority; Jarvis Hunt, Legislative agent of the Associated Industries of Massachusetts; Frederic C. Church, chairman of the Metropolitan committee for Port Development.

John F. Fitzgerald, former Mayor and member of the Port Authority; Edward L. Hubbard, president of the Boston Retail Trade Board; Thomas E. Wilkinson, secretary-treasurer and Legislative agent of the Massachusetts Federation of Labor, and the following members of the Legislature: Senators Charles C. Miles, Harris S. Richardson, Stephen Loughlin, George W. Stanton, Joseph L. Murphy, and Representatives Peter J. Jordan, majority whip of the House and one of the original sponsors of the bill, and Harvey Iris

The Boston Globe
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(Established March 4, 1872. Evening edition first issued March 7, 1878. Sunday edition first issued Oct. 14, 1877.)
TUESDAY, JULY 17, 1945

Boston on the Atlantic

With the Port bill safely passed, Boston, and also New England, is headed for a new era of prosperity. Those who worked hard to convince both the public and the members of the General Court of the necessity of making our shipping facilities adequate are entitled to receive congratulations. It is a difficult matter to peer into the future visioning the possibilities. This was accomplished so effectively that the community was made to realize the vast common interests at stake.

The next step is to insure that this splendid new project is speeded to completion. The Governor may be relied upon to make the wisest possible selection of the personnel to be given charge of the plan. There is every reason to expect hearty cooperation from those he calls to this service. Nothing material is more important. The brains, the vigor and the wisdom of Massachusetts may be considered ready for the summons to share in making Boston a great Atlantic port.

Speeding Boston's Port Development

By a Staff Photographer

Governor Tobin Signs $15,000,000 Measure

Approximately 30 Massachusetts business, labor, banking, and civic leaders and Legislators instrumental in passage of the Port Bill witnessed the Governor signing the measure at the State House today. In the front row, left to right, are: Frederick C. Church, Chairman of the Metropolitan Committee for Port Development; Former Mayor John F. Fitzgerald; Governor Tobin; Jay R. Benton, President of the Greater Boston Development Committee; Representative Peter J. Jordan, of Revere, Republican Whip in the House; Frank Ross, President of the Boston Real Estate Board; and Nicholas E. Peterson, Vice-President of the First National Bank. Flanking these are shown other backers of the Port Development bill.

Tobin Gives the 'Go' Signal To Boston Port Development

Signing of the $15,000,000 Boston Port Development bill by Governor Tobin today stepped up the second of two drives to capture for Boston a generous share of postwar international trade.

Several weeks ago, the $15,000,000 Logan International Airport measure was pushed through to bolster the campaign for postwar aviation business, while today's action constitutes a go-ahead signal for industry, labor, and civic organizations to undertake an all-out campaign for sea trade.

The Governor was flanked by business, labor, civic, and legislative leaders as he signed the Port bill which sets up a powerful new Boston Port Authority, composed of five members and authorizes expenditure of $15,000,000 for port improvements. Of the $15,000,000, only $5,000,000 may be spent immediately. Before the remaining $10,000,000 may be expended, the 1946 Legislature must approve plans drawn up by the new Authority.

Governor Tobin said he would name the new Authority shortly, but before doing so he will study the legislation carefully. The present Port Authority will continue in office until the new Authority is appointed and confirmed by the Executive Council.

Heading the large delegation attending the signing ceremonies were: Jay R. Benton, President of the Greater Boston Development Committee; former Mayor John F. Fitzgerald, member of the Port Authority who has campaigned for more than 25 years for port improvements; William K. Jackson, President of the Boston Chamber of Commerce; Nicholas E. Peterson, Vice-President of the First National Bank of Boston; and Andrew F. Lane, Manager of the present Port Authority; co-authors of the original Port Development bill; and more than a score of leaders from other organizations.

Notables See Port Bill Signed

Surrounded by business, labor and legislative leaders who acclaimed the document as an important step toward returning Boston to eminence as a world shipping center, Gov. Tobin today affixed his signature to the $15,000,000 Boston Port Authority bill, the final act necesary to make the measure into law.

The Authority, to be appointed by the Governor, is empowered to spend $5,000,000 immediately on improvement of dock facilities. The $10,000,000 will become available subject to legislative approval of futher harbor development plans.

William K. Jackson, Boston Chamber of Commerce president, declared the measure "is an important forward step in Boston's maritime development."

"However, it must be kept in mind that much remains to be done," Jackson said. "It is sincerely to be hoped current interest in the port will not be allowed to recede."

Those present at the brief signing ceremonies in the executive chamber included:

Nichola E. Peterson, vice-president of the First National Bank of Boston, and Andrew F. Lane, manager of the former Port Authority, co-authors of the bill; Jay R. Benton, chairman of the Greater Boston Development Committee; Harold D. Hodgkinson, vice-chairman of the committee; Alden Brett, executive director of the committee.

Pres. Jackson of the Chamber of Commerce; M. D. Liming, Chamber secretary; former Mayor John F. Fitzgerald and Thomas A. Pappas, members of the former Authority; Francis F. Carmichael, regional director of the CIO; Thomas E. Wilkinson, legislative agent of the State Federation of Labor; John J. Delmonte, president of Boston Central Labor Union.

President Frank Ross of Boston Real Estate Exchange; Frederick C. Church, Daniel Tyler, Jr., president of Massachusetts Selectmen's Ass'n; Daniel J. Lyne, president of Boston Real Estate Board; Edward L. Hubbard, Boston Retail Trade Board president, and Daniel Bloomfield, Trade Board manager.

PRAISE FOR GOOD MEN

E MEMBERS of the Massachusetts
egislature whose votes made possible
he appropriation of $15,000,000 for the
of Boston deserve all the praise their
ful constituents can give them.

hese Senators and Representatives have
d the State and its major city in a most
mendable manner.

They have opened the way for a new era
rowth and prosperity.

They have protected the jobs and wages
ousands of people.

They have provided abundant employ-
nt opportunities for thousands of others.

They have given the nation and world
vincing evidence that the Government of
ssachusetts is fully aware of its responsi-
ities and thoroughly able to discharge
m.

They should be remembered and re-
rded.

EP. PETER J. JORDAN, who filed the
petition for the port's renovation, won
admiration of the whole State.

He led the fight honestly and honorably.
He stated the Commonwealth's needs elo-
ntly and effectively.

He made new friends, not only for Boston,
for all the surrounding cities and towns.

When the improved port gives us our
htful share of trade and commerce, we
uld all reserve a substantial part of our
titude for Peter Jordan and the Repre-
tatives who stood with him.

Arthur W. Coolidge, president of the
nate, and Frederick B. Willis, speaker of
House, worked with like enthusiasm for
port legislation.

It is hardly an exaggeration to say that
e for the bigger Boston and the better
ssachusetts would have been lost if the
ple lacked the good leadership of Senator
lidge and Representative Willis.

Thirty Senators proved worthy of their
icts' confidence by voting to revive and
vigorate the port.

**They are Senators Albetski of Web-
, Bowen of Newton, Callahan of Salem,
mpit of Springfield, Condron of Pitts-
l, Cusson of Haverhill, Faulkner of
erville, Flanagan of Lawrence, Grant
Fall River, Haley of Rowley, Hogan of
n, Holmes of Weymouth, Innes of Bos-
Johnston of Clinton, Lee of Boston,
che of Northampton, Loughlin of
cester, Mackay of Quincy, Mahar of
nge, Miles of Brockton, Montminy of
ell, Murphy of Boston, Nicholson of
eham, Nolan of Holyoke, Ormsbee
aynham, Peirce of New Bedford, Rich-
son of Winchester, Stanton of Fitch-
g, Sullivan of Boston and Taylor of
ton.**

Not present during the vote, Senators Olson of Ashland, Conley of Chelsea, Peckham of Wellesley, Bowers of Brookline and Furbush of Waltham later recorded themselves as favoring the bill.

UNFORTUNATELY, fourteen members of the House stood out against the port bill, which other legislators and the people as a whole regard as vitally essential.

The fourteen are:

Representatives Allen of Brookline, Bigelow of Brookline, Casey of Pittsfield, Connolly of Jamaica Plain, Dooley of Taunton, Doyle of Worcester, Foster of Somerville, Howard of Westminster, Johnson of Worcester, Loring of Worcester, McCarthy of Somerville, Telford of Plainville, Wondolowski of Worcester, and Woods of Easton.

Happily, the opposition failed.

Thanks to the public-spirited men and organizations; to the leaders of labor, industry, banking and business, and to the ability of the majority of the law-makers to put statesmanship above all other considerations, Boston may once more take its place among the great seaports of the world.

Of course, much remains to be done in the year ahead.

Piers and docks must be built, harbor facilities brought up to date and programs calculated to attract trade must be adopted.

14—Boston American, July 17

The World's Day—July 17, 1945

Boston: Tobin Signs Port Modernization Bill

Governor Tobin signed the $15,000,000 Boston Port Development Bill. The measure provides for modernization of the Port and establishes a strong Boston Port Authority. [Page 2.]

Tuesday, July 17, 1945

Up at the regular time - the new suit - breakfast inside - the porch being painted Orange juice - Wheat germ - scrambled eggs with tomato - Bacon - toast - to the square with Frances. Subway and to the office - work out at 10.15 to Lentino's Barber Shop in the National Shawmut Bank Building. Haircut and Shampoo. Office - Up to the State House - Rounded up the forces. The Governor signed the Port Bill! Great climax to a long fight. To the Parker House - Lunch at the Knockers' Club - Broiled Mackerel. Cole Slaw Iced Coffee. Banana. Office. Real Estate - Left at 4.45 with Mooby - so home. - Chatting to dinner time. Jellied Consommé - Toasted Crackers - Pigs knuckles - Mustard - new Cabbage - new Potatoes Boiled - Rye Bread - Butter & chives - Tomato & lettuce Salad - new Green apple Crumb Pie. Glass of milk.

Fog Halts All Shipping and Grounds Planes

A heavy fog today enveloped Greater Boston and the entire New England coastal region, extending from Maine to Cape Cod, and halted all movements of vessels and airplanes.

Weather Bureau forecasters were uncertain when the fog might lift. It was caused by a flow of warm moist air from the southeast which cooled off when it hit the coast.

Wednesday, July 18, 1945

Up at 6.25 and up to Sam's to get the morning papers. Breakfast at 8.30 Orange juice - oatmeal - Dropped egg on Corn Beef Hash. Toast - Iced Coffee. to the Square with Frances. Left her travelling clock with Simpsons. Subway - Office. Getting ready for the directors' meeting. At 10.45 to the Federal Reserve Bank to confer with Pres. Ralph E. Flanders and Andrew F. Lane on estimates for State Budget Commissioner on Port Bill - Office - out to lunch at 12.20 with Everett H. Lane - To Stewart's - Jellied Consomme - Roast Stuffed Veal - String Beans - Roll - Cottage Cheese - Iced Coffee - Banana. On the way back into Breck's for plants - but none to be had. At 1.45 Directors' meeting - then Finance Committee Meeting - Long session. K.S. Bartlett of the Globe in for an interview - Left at 4.45 with Moody. Stopped at Neelands and Hittinger's still looking for plants but none to be had. Home. Front Porch - Peter arrived back from his stay at the Sheldon's at Sunapee - the daughter Joan returned with him -

DAILY RECORD

THE RECORD-AMERICAN HAS THE GREATEST CIRCULATION IN NEW ENGLAND

Vol. 265, No. 15 28 Pages Boston, Wednesday, July 18, 1945 Entered as second class matter at Boston Postoffice ★ 3 CENTS

Tobin Signs $15,000,000 Port Bill

Surrounded by business, labor and legislative leaders, Gov. Tobin yesterday signed $15,000,000 Port Authority Bill, acclaimed as important step toward returning Hub to eminence as postwar world shipping center with $5,000,000 to be spent immediately. L. to r., Frederic C. Church, ex-Mayor John F. Fitzgerald, Gov. Tobin, ex-Atty. Gen. Jay R. Benton, Rep. Peter Jordan, Revere, all prime boosters of bill.

(INP by Myer Ostroff)

Tobin Signs $15,000,000 Hub Port Bill

Gov. Tobin signed the $15,000,000 Port of Boston bond issue bill yesterday, opening the way for establishment of the new Port of Boston Authority, under which this city expects to regain its old-time shipping prestige. Just prior to the noon signing, the House approved a resolve setting up a recess commission to investigate pier developments in South Boston and East Boston.

Under the bill signed into law by the Governor, the Port Authority members yet to be appointed are authorized to spend up to $5,000,000 immediately, with the balance of $10,000,000 to be held pending legislative approval of specific plans for harbor development facilities.

While enactment of this legislation is "an important forward step in Boston's maritime development," much remains to be done "if the hopes of those interested in the port's leadership are to be fully realized," President William K. Jackson of the Boston Chamber of Commerce said in a statement yesterday.

"The Port has many problems to solve," he said.

"In addition to the lack of modern pier facilities, a condition which the Autority can do a great deal to correct with funds made available by the Legislature, there still remain the differential rail rates which handicap Boston in competition with other ports, the higher cost of handling cargo here than elsewhere and the inadequacy of existing transportation facilities to and from certain sections of the waterfront.

"Then, too, domestic and foreign steamship lines must be shown the advantages to them of re-establishing their Boston services and New England business establishments must be persuaded to route a great portion of their shipments through the port of Boston."

Let's Be Grateful

SENATORS and Representatives whose votes enacted the Port of Boston Bill deserve to be rewarded.

Certainly the millions of people who will enjoy the benefits of an up-to-date seaport should not forget them.

These lawmakers have encouraged the whole Commonwealth to look ahead with new hope and confidence.

Appropriation of $15,000,000, with $5,000,000 available for immediate investment in modern docks and piers, is a great victory for Rep. Peter J. Jordan, House majority leader.

Mr. Jordan sponsored the Port Bill and campaigned for it in a most effective manner, frequently in the face of formidable opposition.

His home city of Revere should be particularly grateful for his accomplishment, since that potentially great municipality will derive almost as much trade and prosperity from the improved port as Boston.

(Fay Foto Service)

AT THE SIGNING OF BOSTON'S $15,000,000 PORT DEVELOPMENT BILL. *Left to right, M. D. Liming and William K. Jackson, managing director and president, respectively, of the Boston Chamber of Commerce; Governor Maurice J. Tobin; Jay R. Benton, chairman of the Greater Boston Development Committee and a former director of the Chamber. The bill provides that $5,000,000 be available immediately through a bond issue and that the other $10,000,000 be subject to Legislative action next year. The movement to take steps to obtain a bigger and better Port of Boston was strongly supported by the Chamber, the Development Committee and many other organizations and individuals. (See editorial on Page 30.)*

BOSTON BUSINESS

PUBLISHED BY
BOSTON CHAMBER OF COMMERCE

Now Boston Can Start Becoming a Seven Seas Port

Boston is assured of a chance to fight for a topnotch place in world waterborne commerce as a result of the passage by the Massachusetts Legislature last month of the $15,000,000 Port Bill.

This chance is limited to some extent, to be sure, by a stipulation in the measure that only $5,000,000 of the sum can be spent this year, with the plans and specifications for expending the remaining $10,000,000 subject to the approval next year of the Legislature as well as the Governor and Council. But since the bill also provides for a real Port Authority with powers far beyond those of its predecessor, the long-fought campaign to give Boston a positive start toward a high standing in sea commerce after the war can be declared a marked success.

In the struggle for business, however, Boston must compete with other ports which not only have strong authorities already established but also greater appropriations. For example, Baltimore is reported to have appropriated $50,000,000, Philadelphia $31,000,000 and New Orleans $28,000,000. Georgia has appropriated $10,000,000 for the development of Brunswick and Savannah, although the combined tonnage of those two ports is only about one-sixth that of Boston. Boston's great rival on the sea lanes, New York, is considering the expenditure of a vast sum to modernize and enlarge its port facilities.

On the other hand, it is probable that a start can be made using $4,750,000 for pier construction in Boston Harbor this year in addition to the more recent $5,000,000 appropriation. Back in 1941 the Legislature appropriated the former amount for reconstruction of the Mystic Docks but on the understanding that priorities for materials and labor should not be sought as long as war production needs were acute. Some weeks ago the War Production Board decided that priorities for this work could be granted without hindrance to the war effort. Next move is to get the materials and labor. Early completion of this project would give efforts toward extensive modernization of the Port an auspicious beginning.

Support for the Port Bill was more extensive and in greater strength than for almost any measure which has come up for Legislative action in Massachusetts for years. The Boston Chamber of Commerce strongly approved the original bill, protested various proposals to reduce the amount of the appropriation, to confine the expenditures unduly to certain items, etc., and otherwise followed the matter through. The Greater Boston Development Committee, the Massachusetts Committee for Port Development, the Associated Industries of Massachusetts, the Boston Wool Trade Association, the New England Shoe & Leather Association, the Boston Real Estate Board, the Boston Stock Exchange, the National Association of Cotton Manufacturers, the Massachusetts Selectmen's Association and many other organizations worked vigorously for passage of favorable legislation. In fact no field of commercial endeavor opposed it. Organized labor was decidedly for it.

Under the provisions of the new law, the five members of the Port Authority will be appointed by the Governor. No more than two members are to be residents of Boston and no more than three of the same political party. The members will be unpaid but will obtain expenses.

The measure defines a wide area of the waterfront as within the jurisdiction of the new Authority, excepting Logan International Airport, provisions for the extensive development of which were made by the Legislature's recent passage of a $15,000.000 appropriation. The Authority can acquire property, construct piers and other buildings, adjust rate matters charges, etc., solicit business and perform various operational and administrative tasks.

The new body also has the power, with the approva of the Governor and Council, to enter into agreement with the United States government for the purchase leasing or operation of any piers or other facilitie owned by the nation. This stipulation may prove o outstanding importance, for during the war the govern ment has built seven new berths at Castle Island whi when no longer needed by the federal authorities wo prove a valuable addition to the civil facilities of Port.

In addition to these seven berths the governm owns nine others in Boston harbor and leases four m Thus at present the government controls 20 out of 29 berths available for general cargo, whereas be the war the usable berths totalled 35. (During the a number have deteriorated beyond the point of usa Since nobody knows how long the government will its facilities, it is obvious that construction of tional piers as soon as possible is imperative.

Summarizing, the new Port Authority has the to make a real start toward rehabilitating the P has a substantial sum on immediate call. Let th not a single unnecessary delay in launching Bo a course toward greater prominence on all th seas.

BOSTON NEWS BUREAU

Wednesday, July 18, 1945

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A Gratifying Beginning

Somewhat like a college "commencement" is the status of the universally desired rejuvenation of the Port of Boston. All the preliminaries of study and planning are happily ended with the enactment of new legislation. But, as noted yesterday by Pres. Jackson of the Boston Chamber of Commerce, "much remains to be done." (Quite the same holds true of every new "grad.")

Yesterday's signature by Gov Tobin of the bill for $5,000,000 state bonds now and $10,000,000 later, after a 30-to-0 Senate approval, truly represented what Chairman Benton of the Greater Boston Development Committee termed the "keystone of the arch". It was really erected jointly by legislators, industry, capital, labor and agriculture, joining hands in a second "Boston Tea Party"—of an amicable sort.

Quite as notable was the "unfinished business" phase brought out by all official commentators. Benton called it a "first step," Jackson "an important forward step." So also in varying phrase did Vice-Pres. Peterson of the First National Bank of Boston and Manager Lane of the former Port Authority, co-authors of the report on which the new law is based, as likewise Chairman Flanders of the Massachusetts Committee for Port Development and Thomas A. Pappas, another member of the old Port Authority. All beheld a new instrument created to break an old bottleneck. How venerable had that bottleneck become was all too obvious to the most casual wayfarer along Boston's shore line in recent years.

As these representative leaders suggest, both management and money must be harnessed for the "new broom" job. As Flanders put it, the expanded Authority must pick "the best manager for the Port to be found in America," and then all interests concerned must play their cooperative parts as both a duty and a privilege, realizing both "priceless advantage" as well as the need of surmounting some disadvantages.

There must also be a wider educating of other Americans in general as to the intrinsic blessings and immunities which Nature's gift of sheer geography has bestowed upon Boston. As was cited recently with typically earnest eloquence by Former Mayor Fitzgerald of Boston, a member of the old Port Authority, Boston can make 15 sailings to Europe as against 14 from New York and still fewer from other North Atlantic ports. We are nearer South America than is any other of those rival ports. We also have an airport right on our ocean front.

It is high time right now that we capitalize all our advantages and conquer our few disadvantages,—in terms of ships as well as of planes. Hence we should now collectively be gratified and encouraged by the Port Bill's "good beginning."

THE BOSTON HERALD

WEDNESDAY, JULY 18, 1945

New Port Authority

Whatever else Maurice J. Tobin may do during his administration in the State House, his appointments to the new Boston Port Authority will weigh heavily for or against him. It becomes his grave responsibility to select five men who shall be neither paid nor payable, men who count the service they render to the community as a public trust and obligation beyond private gain.

This has been one of the greatest of Massachusetts resources, the body of able and successful citizens who make public affairs a private duty. Such men are often reluctant to assume the usual paid political offices because of the shabby subterfuges commonly necessary to obtain and hold them. But they serve in many important ways.

The port authority bill originally contained a provision for the payment of the five commissioners. This was removed at the request of the Greater Boston Development Committee, which, being composed of just such men, recognized that the best talent could not be paid. In the words of Ralph E. Flanders, responsibility should be placed "in the hands of men of the highest ability, who are ready to take this job on the basis of public service. The clear-cut way to divorce this vitally important work from any taint of suspicion and to begin on the basis of full public confidence is to have an unpaid commission."

In this connection, the opinion of Austin J. Tobin, executive director of the Port of New York Authority, is pertinent.

"I know of nothing," he says, "that has so added to the character, prestige and reputation of the Port of New York Authority as has the honorary service of its commissioners. It has provided us with what is, in effect, a board of directors of wide experience and wisdom, most of whom never would have consented to serve on a salary basis."

The new authority will operate on an entirely different scope than the former. The five members Governor Tobin will select will be, in effect, directors of a potential $100,000,000 corporation, competing with corporations in New York, Philadelphia, Baltimore and other cities. The new authority must bid against these and against big industry for outstanding executives, and the Legislature has wisely put no limit on salaries.

This all means, as Thomas A. Pappas, member of the present authority says, a fresh start, with an opportunity to select men who can bring new ideas and new vigor to the task. We have such men, and if the governor asks them to serve, they will make the necessary sacrifices.

The Boston Post
Established 1831
The Independent Democratic
Paper of New England

(Issued daily by Post Publishing Co.)
JULY 18, 1945. NO. 15; VOL. 706

ANOTHER FIGHT

A place in the sun for the port of Boston in the postwar world has been lifted out of the dreambook. With the signing of the $15,000,000 port development bill yesterday by Governor Tobin in the presence of the able and enthusiastic men who prompted it, one of the world's great natural harbors can become again a teeming place of commerce.

But a bill alone, a port authority with power alone, nor five times $15,000,000 will not give Boston a great port. There is more to a port than docks and warehouses, tugs and adequate rail service. There is more to a port than hopes and promises, cheers and the flying of flags.

Behind a great port there must be a great city, not one that lives on the glories of the past, but with energetic faith in the future, not one where people are satisfied to float around in the doldrums of indifference, but to realize that the prosperity of the port is reflected in bigger pocketbooks.

Boston is a great community, worthy of a great port. Since the Puritans it has looked to the sea and much of the world first looked on America through the port of Boston. It still is a great community, a community with more than industries and banking houses, more than energy and vision.

It has world-renowned colleges, libraries, art centres, historic shrines, ancient, enduring churches. It is a community with a just claim to culture and the finer things of life, with a high sense of morality, an unexcelled record of patriotism, a friendly attitude on the part of the citizens, a city which people like to visit and go away thinking well of.

It would be a pity at this time when Boston looks forward and moves forward, determined to keep pace with the speed of our times, if our community should lose its reputation throughout the land and abroad for those better qualities which give a community its reputation.

It is not enough for men to build docks and encourage commerce to come our way. These public-spirited, civic-minded, unselfish citizens who fought so long and so hard, with the pioneering spirit of old and against such odds, for such an eventual day as yesterday have also got to raise their shields and defend Boston.

She is under attack. She has been for some time. Ambitious politicians, who want to climb the ladder to civic greatness by launching probes of Boston, either financial investigations or crime investigations, must be told that Boston no longer relishes or will no longer tolerate being made unjustly the target for tonight or tomorrow.

The same must be told to the fly-by-night lecturers and the muckraking writers, that Boston will no longer stand silent and allow them to paint this city as a sink of iniquity and narrowness. We are sick and tired of being besmirched by hit-and-runners, bent only on personal profits.

Boston has a right to live as she is, a decent, progressive community in which the crime probes fritter out into pathetic parades of number-writing penny-snatchers, where charges of narrowness are based upon isolated incidents and where the economic conditions do not justify the innuendo of any politician or political party seeking power, that the Hub is on the verge of bankruptcy. Our port now has a future. Our reputation must also have one.

Boston Traveler

WEDNESDAY, JULY 18, 1945

The Boston Traveler's Platform:

1. Rehabilitation and employment for every serviceman.
2. Adequate auto access to the business district.
3. Full use of port facilities.
4. The best railroad, rapid transit and air service.
5. Fair taxation for homes and business.
6. New England unity at Washington.

We Must Start Right

The Boston port bill has passed, the Governor has signed it with full pomp and ceremony, the first ship of Swedish registry in five years to sail up the harbor arrives with a desperately needed cargo——and there is a strike!

What a magnificent send-off for the new port of Boston and all its hopes and dreams! The longshoremen's union demands that the gang working each hatch be increased from 21 to 22 men, the ship operators disagree and over that one man the ship lies idle and unloaded from Sunday afternoon until the moment of writing today. There is even a chance that it may be diverted to another port for unloading.

This sort of thing, the bane of our port's existence in the past, will sound its death knell in the future unless stopped at once. Labor relations at the port must be stable and dependable if the port is to get anywhere. With competition what it is, we must start right.

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

July 13, 1945.

Mr. Jay R. Benton,
Boston Mutual Life Insurance Co.,
160 Congress Street,
Boston, Massachusetts.

Dear Sir:

The regular monthly meeting of the Board of Directors of the Boston Mutual Life Insurance Company will be held at the office of the Company, 160 Congress Street, Boston, on

Wednesday, July 18, 1945 at 1:45 P. M.

Very truly yours,

E. C. Mansfield
g.
Secretary.

ECM/g

July 18-1945

Lancaster Fair is Paying Record Premiums

New Officials Map Plans for the Biggest Show in History of Association

The new officers of the Lancaster Fair Association are completing arrangements for the Fair over Labor Day week end, supported by the Board of Officers and Directors. Dr. Dana H. Lee, President, heads the organization, with Reynold Guilmette as Treasurer. Other officers are Sinclair Weeks, Carroll Stoughton, Albert J. Kenney and D. J. Truland. They, with the Board of Directors are determined, not only to keep up the high standard of previous Fairs, but to increase the qualitv and quantity of the exhibits by offering, in many instances, greatly increased premiums. This is especially notable in the live stock sections of the premium book. The excellent Board of Directors includes A. D. White, Frank H. Alexander, Arthur G. Sherman, D. A. O'Brien, Carl Lesnick, Ercell Manseau, E. D. Spaulding, C. A. Marshall, Royce Stuart and J. R. Benton.

The Premium Book is now in the hands of the printer, and will be sent out soon. The Management of the Fair felt that this advance information of premium increases should be given early notice in order that exhibitors may select and groom their entries early. It is expected that these increases will present to the public a full house of exhibitions.

Lancaster Fair

(Continued from Page 1)

Listed are some of the increases. The amount of the premium stated after each class is a first premium only.

Horses (Draft and General Purpose), Mare and Foal, $18.00; Mare and Gelding classes over 3 years, $15.00, under 3 yrs., $12; Matched Draft and General Purpose, $20.00; Light Driving class, Matched mares or geldings, Gentleman's Driver and Lady's Driver, $25.00; Four Horse Hitch, $25; Six Horse Hitch, $30.00. A section for Asses, Donkeys or Burros has been added this year.

In the Saddle Classes six premiums are offered in most cases. The Gaited classes (3) $20.00; Open Class (ride and drive), $25; Boys' and Girls and Pony classes, $20.00. For the Grand Champion of Saddle Horses, a first of $25.00 and a second of $15.00.

Registered Cattle—Bull classes, 2 years and over, $15.00; Bulls and bull calves under 2 yrs., $12; Cow classes, 2 yrs. and over, $15; Heifers and heifer calves under 2 years, $12.00; Old Herds, $25.00; Young Herds, $20; Dairy Herds, $15.00; the four animal group, $20; and the two animal group, $15.00. Grade Cattle—All individual entries, $8.00; Old Herd, $15; Young Herd, $12; Dairy Herd, $8.00; the Two Animal and Four Animal Groups, $8.00; Fat Oxen, Steers and Cows, $10.00.

Registered and Grade Sheep—all single entries, $8.00; Flocks, $10.00. A section for milking Goats and Kids has been added to the book this year, $6.00. In the Swine Department, single entries, $6.00; Herd, $10.00; Sow and litter, $10.00.

Horse Pulling Contests—Classes A, B and C, receive prizes of $40.00, $25.00, $15.00 and $10.00; Classes D and E (Open to the World) receive prizes of $100.00, $75.00, $25.00 and $15.00.

The 4-H Clubs have not been forgotten. The Pure Bred in the Yearling and Calves classes receive prizes of $12.00, $10.00 and $8.00. The Grade Classes receive $8.00, $6.00 and $4.00.

Juvenile Grange Lodges are asked this year to make exhibitions. They will stage their entries under the same conditions and receive the same prizes as given to the Subordinate Lodges.

Race Secretary Albert Kenney has gone all out in offering purses for Horse Racing. Two races are booked for Saturday with purses of $300.00 and $350.00. On Monday (Labor Day) he is booking three races with purses of $400.00 each for two of the events, and for the Free-For-All, a purse of $600.00 is offered. Such liberal purses are sure to bring many entries. Devotees of Racing will want to be on hand for these events.

The Al Martin Booking Agency of Boston promises the Management to have on hand, and ready to go, the best stage and aerial show ever presented at the Fair. Music, contests, baseball, night shows and other highlights for your entertainment are in most part beyond the tentative stage. Full details will be given later.

Make the Lancaster Fair a "WOW" not only for yourself but also for your family and friends. The prices of admission remain the same as last year. This Fair is your best bet for a Labor Day week end, Sept. 1st, 2nd and 3rd.

ILLIAM BOOTH *Founder*
EORGE L. CARPENTER
General

COMMISSIONER ERNEST I. PUGMIRE
Territorial Commande
COLONEL RICHARD F. STRETTON
Provincial Commande

ENVOY W. A. NICOL
Public Relations Secretar

Founded in 1865

The Salvation Army

INCORPORATED

PUBLIC RELATIONS DEPARTMENT
41 PEARL STREET, BOSTON 10, MASSACHUSETTS
Telephone Liberty 6937

July 10, 1945

Hon. Jay R. Benton
Boston Mutual Life Ins. Co.
160 Congress St.
Boston, Mass.

Dear Honorable Sir:

You have received certain printed matter in regard to Open House at Wonderland, Lake Massapoag, Sharon, Massachusetts, on Wednesday, July 18, from 3 to 7:45 o'clock and I sincerely hope you will be able to be with us.

I have just received word from Colonel Stretton that Commissioner William A. McIntyre, founder of Wonderland Fresh Air Camp who is personally known to many members of the Board, will be present at Open House. I know we will be happy to renew our acquaintance with the Commissioner and to meet with him at Wonderland.

Sincerely yours,

John E Wilson

John E. Wilson
President
Greater Boston Advisory Board

W/N

July 12, 1945

Mr. John E. Wilson, President
Greater Boston Advisory Board
The Salvation Army
41 Pearl Street
Boston 10, Massachusetts

Dear John:

I have your kind note about Open House at Wonderland next Wednesday.

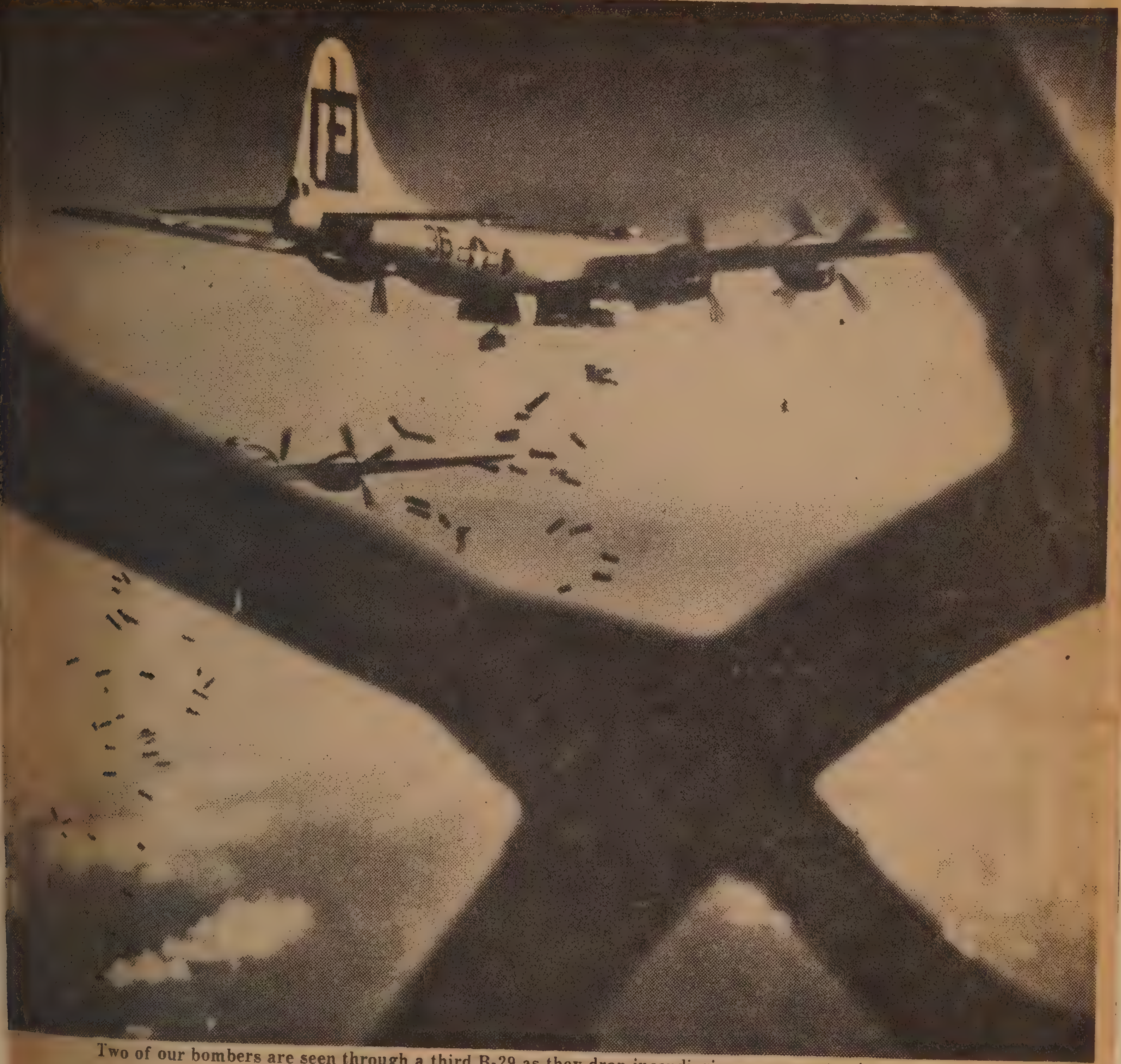
I wish I could be there, but that afternoon comes the monthly meeting of the Board of Directors. I am sorry of the conflict.

Sincerely yours,

Jay R. Benton

JRB:BCC

UPERFORTRESSES ATTACK: A PATTERN OF VICTORY IN SKIES OVER JAPAN



Two of our bombers are seen through a third B-29 as they drop incendiaries on enemy territory

Associated Press (U. S. Army Air Forces)

Jellied Consommé - Breaded Pork Chops - Au Gratin Potatoes - Carrots - First Corn on the Cob - Parker House Rolls, Milk - Blueberries -

Upstairs to bed but downstairs again when Hannah, Collins, Ione, came around to see Peter - So down to the front porch for a half hours' conversation.

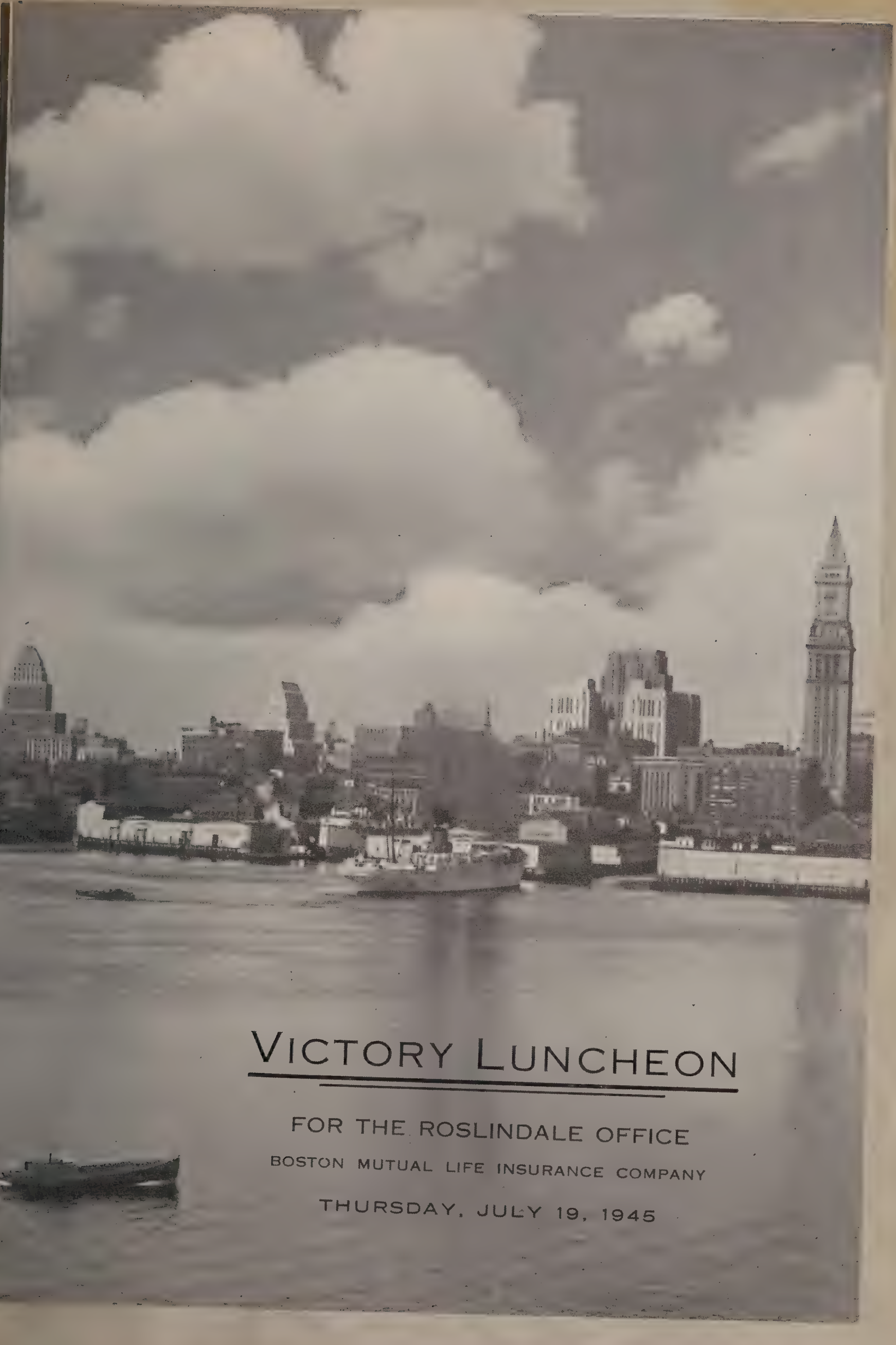
"Is This Drip Necessary?"

Fretting through the fifth consecutive day of drippy fog, droopy humidity and sudden showers, vacationists in Massachusetts today were wondering "is this drip necessary?"

The weatherman had little encouragement for them today as he predicted at least two more days of uncomfortable, sticky conditions.

A stalled high pressure area, about 500 miles north of Bermuda, is blamed for the long spell of disagreeable weather.

Thursday, July 19, 1945x
Another very muggy day.
A late breakfast on the porch -
orange juice - corn flakes -
fried eggs + bacon - Toast -
iced coffee. Frances went along into Red
Cross at 8.45 - I left at 9.45 - out
to the car stop - but Ed. Kelliher
came along and gave me a lift to
Harvard Square in his car. To Dr.
Andrews, the dentist, a new tooth
upper right and more cleaning -
finally all fixed up for the summer -
Subway to the office - work - over
to the Bank to get out $1,975,000 govts
sold to put the proceeds into the
7th War Loan - Office - then with
Everett Lane. Taxi to the Hotel
Kenmore - Victory Luncheon for the
Roslindale District. Good food and
many speeches, to Fenway Park - the
Ball game - Red Sox vs. Chicago White
Sox - Very hot sitting there - Back to
the Kenmore with Moody - the dark
cool bar grill - the cool scotch highball
service very slow. To Belmont -
home in Moody's car -



VICTORY LUNCHEON

FOR THE ROSLINDALE OFFICE

BOSTON MUTUAL LIFE INSURANCE COMPANY

THURSDAY, JULY 19, 1945

Luncheon held at "The Boston Room", Hotel Kenmore, Boston

Having Won the Campaigns in 1941, 1944 and 1945,
the ROSLINDALE DISTRICT
Becomes the Permanent Holder of the PRESIDENT'S CUP!

BALL
GAME
AT
FENWAY
PARK

PRESIDENTS CUP
AWARDED FOR MERITORIOU
IN BEHALF OF THE
TON MUTUAL LIFE INSURANCE CO

BOSTON
RED SOX
vs:
CHICAGO
WHITE SOX

ROSLINDALE OFFICE ORGANIZATION

Linus M. Callen, *Superintendent*

ASSISTANTS

Quentin E. Hughes
Leo J. Ziniti

AGENTS

Karam K. Karam
Louis J. Karam
Harold U. W. Kirwan
Carl Peskin
Antonio Picariello
George M. Scully
Theodore Udelson

HOME OFFICE REPRESENTATIVES

Jay R. Benton
President

Edward C. Mansfield
Secretary and Treasurer

Everett H. Lane
Asst. Secretary and Treasurer

William H. Moody
Supt. of Agencies

Lorne J Peters
Asst. Supt. of Agencies

INVITED GUESTS

Harry L. Freeman
Supt. New Bedford District

Edward E. Mackay
Supt. Cambridge District

Joseph White
Supt. Boston District

Talcott Burgess
Supt. Dorchester District

MENU

Half Grapefruit Maraschino

soup du jour

queen olives garden radishes iced celery hearts

Roast Stuffed Vermont Turkey, Giblet Gravy

French Fried Potatoes

Fresh Green Peas

Hot Luncheon Rolls Jelly

Kenmore Sherbet

Coffee

Cigars Cigarettes

PHOTO BY
GAN PHOTO SERVICE
STUDIO, 739 BOYLSTON ST., 16 BOSTON

PHOTO BY
EGAN PHOTO SERVICE
STUDIO 739 BOYLSTON ST., 16 BOSTON

AMERICAN UNDERWRITER
Serving all Branches of the Insurance Industry
208 INDEPENDENCE BUILDING
434 WALNUT STREET
PHILADELPHIA

TSBURGH OFFICE
OMMONWEALTH BLDG.

NEW YORK OF
6 CHURCH STRE

August 10, 1945

Mr. Jay R. Benton, President,
Boston Mutual Life Insurance Company,
Boston, Massachusetts

Dear Mr. Benton:

Perhaps you might be interested personally in the enclosed page from the August 9th issue of the AMERICAN UNDERWRITER.

With kindest regards, I remain,

Very truly yours,

PRESIDENT

JED/h

ROSLINDALE DISTRICT WINS THE 'PRESIDENT'S CUP'

President Jay R. Benton, of the Boston Mutual Life Insurance Company presents the President's Cup to Linus M. Callen, Superintendent of the Roslindale District. This agency led all the 32 New England Districts in the Annual Campaign this Spring, and having been the leader also in 1941 and 1944, won permanent possession of the Trophy. Reading left to right: Superintendent of Agencies, William H. Moody, Superintendent Callen, President Benton, Assistant Secretary and Treasurer, Everett H. Lane, Assistant Superintendent of Agencies, Lorne J. Peters.

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
LINUS M. CALLEN, SUPT.
4196 WASHINGTON STREET
ROSLINDALE, MASS.

August 10, 1945.

Mr. Jay R. Benton, President,
Home Office.

Dear Mr. Benton:

In reply to your letter of July 27th., I wish to acknowledge receipt of the Victory Dinner photographs. The agents and assistants of Roslindale office join me in expressing appreciation for the photographs and we also wish to express our gratitude for the fine Turkey Dinner and ball game.

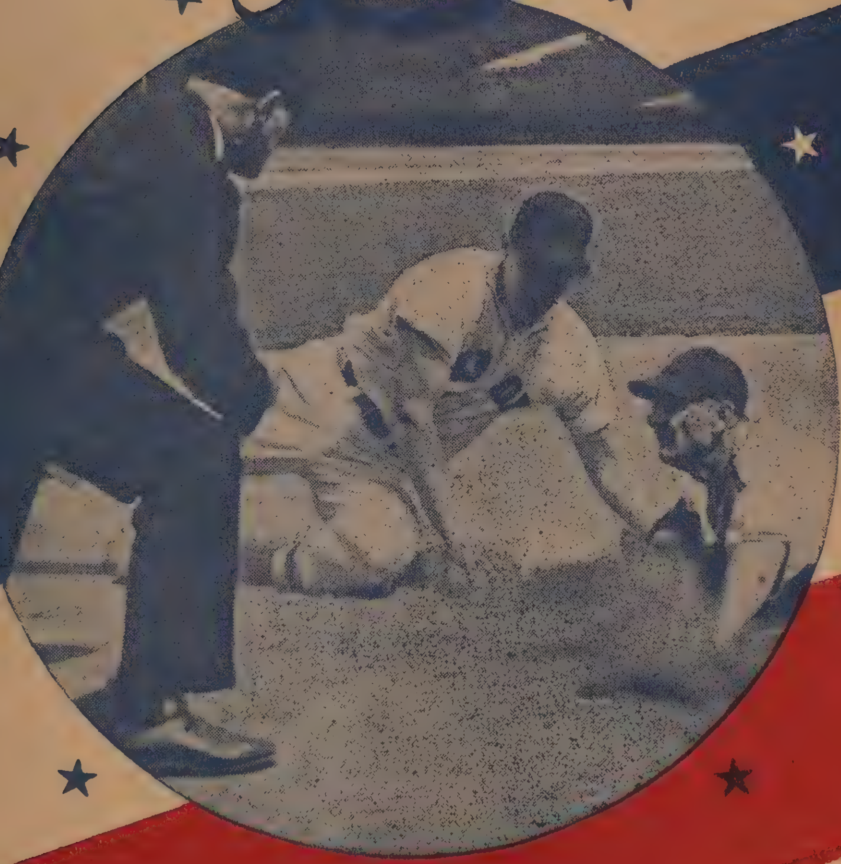
Very truly yours,

Linus M. Callen

Supt.

LMC/EMD.

OFFICIAL PROGRAM
10c
AND SCORE CARD



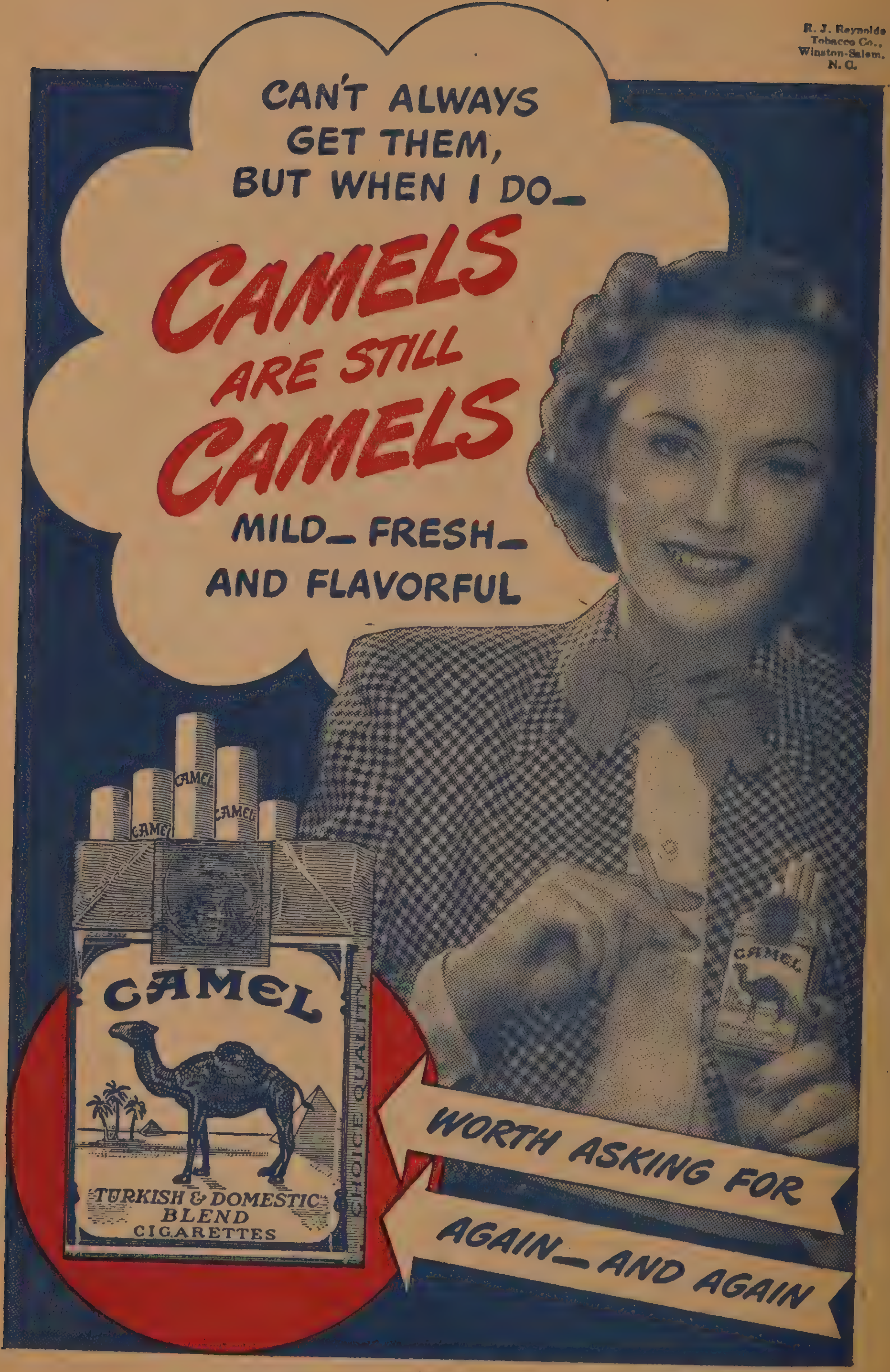
FENWAY PARK

Boston
RED SOX

1945

Thursday - July 19 - 1945

R. J. Reynolds
Tobacco Co.,
Winston-Salem,
N. C.


CAN'T ALWAYS GET THEM, BUT WHEN I DO—
CAMELS ARE STILL CAMELS
MILD—FRESH— AND FLAVORFUL
CAMEL
TURKISH & DOMESTIC BLEND CIGARETTES
CHOICE QUALITY
WORTH ASKING FOR
AGAIN—AND AGAIN

BUY UNITED STATES WAR BONDS AND STAMPS

SCHENLEY
Reserve
For that Bright Morning Taste!

SCHENLEY DISTILLERS CORP., N. Y. C. BLENDED WHISKEY: 86 PROOF — 60% GRAIN NEUTRAL SPIRITS.

RED SOX PLAYERS NOW IN THE ARMED FORCES

Herbert Bremer
Mace Brown
Wilburn Butland
Paul Campbell
Thomas Carey
Kenneth Chapman
William Conroy
Melvin Deutsch
Dominic DiMaggio
Robert Doerr
Joseph Dobson
Howard Doyle
Albert Flair
Andrew Gilbert
Maurice Harris
C. C. Hughson
Earl Johnson
Don Lang
Roy Partee
John Pesky
Edward Pellagrini
Lawrence Powell
Frank Pytlak
L. V. Richards
James Tabor
Charles Wagner
Harold Wagner
Theo. Williams

BRIGGS PIPE MIXTURE

THE SMOKE
WITH A SMILE!

For a real hit...
ASK THE BOY FOR...

MURIEL

THAT PLEASING CIGAR

Great Western
SINCE 1860
"For Life's Sparkling Moments"
NEW YORK STATE CHAMPAGNE
GREAT WESTERN
EXTRA DRY
Great Western
EXTRA DRY
PLEASANT VALLEY WINE CO.
RHEIMS, NEW YORK

"RETURN THE BASEBALLS, PLEASE!"

"ALL BALLS HIT INTO THE STANDS AND RETURNED TO THE USHERS WILL BE USED TO FILL THE REQUESTS FOR THESE BALLS FROM THE ARMED FORCES."

This request is repeated at all games on behalf of the members of the Services, whose letters come in constantly, asking that baseballs, and more baseballs be sent to them. The first year this practice was instituted at Fenway Park, the fans responded splendidly and 75 dozen were sent out. Results the last two years have not been as good and the Club has not been able to take care of all requests.

Remember—the boys who ask for the baseballs really want them. It means a lot to them to receive a dozen or half dozen and they are grateful to the fans who make it possible. So, please return any baseball hit into the stands.

Let the STARS Guide You to...
TIP-TOP
WARD'S TIP-TOP BREAD
Enriched for Better Nutrition
The Loaf in the RED Star-End Wrapper
Enriched TIP-TOP is Better Bread

Part of the game...

the pause that refreshes

Drink Coca-Cola

Delicious and Refreshing

.400 HITTERS

In 69 years (1876-1944 incl.) only thirty major league ball players have hit .400 or better. Of these, only three—Burkett, Cobb, and Hornsby ever finished with that kind of an average three times each. Sixteen years intervened between Hornsby's 1925 average of .403 until Ted Williams went over the top with a .406 average.

KEEP YOUR EYE...
ON DOUGLAS STYLE - COMFORT - QUALITY

W. L. Douglas Shoes
W. L. DOUGLAS SHOE CO., BROCKTON 15, MASS., U. S. A.

*74 SUMMER STREET
276 WASHINGTON ST. (cor. Water St.)
*191 Mass Ave. *38 Hanover St.
*1464 Hancock St., in Quincy

Other Stores in Brockton—Lowell—Pawtucket—Portland—Worcester

*NEWEST FASHIONS IN LADY DOUGLAS SHOES, $5.45, $4.45

INVEST IN VICTORY—BUY BONDS

BUY UNITED STATES WAR BONDS AND STAMPS

SCHRAFFT'S
CHOCOLATE COVERED CANDY BARS
SCHRAFFT'S
PEPPERMINT
PATTY
NEW YORK
BOSTON
SCHRAFFT'S
NEW YORK – BOSTON
CARAMALLOW
BAR

BOSTON AMERICAN LEAGUE GAMES AT HOME—1945

PHILA.	WASHINGTON	NEW YORK	ST. LOUIS	CHICAGO	CLEVELAND	DETROIT
Apr. 20, 21, 22; June 5, 6, 7; Aug. 25, 26 (2); Sept. 19, 20	May 1, 2; June 22, 23, 24 (2); July 27, 28, 29; Sept. 3 (2)	May 4, 5, 6 (2); June 18, 20; July 31, Aug. 1, 2; Sept. 22, 23	May 23, 24, 25, 26; July 21, 22 (2), 24; Sept. 12, 13, 14	May 27 (2), 28, 29; July 18, 19, 20; Sept. 15, 16 (2), 17	May 30 (2), 31; July 15 (2), 16, 17; Sept. 5, 6, 7, 8	June 1, 2, 3 (2); July 12, 13, 14 Sept. 9 (2), 10, 11

FOR A "TRIPLE-PLAY" IN ENJOYMENT...
Ask for
THREE FEATHERS
Reserve
First Among Fine Whiskies
HOLD THE WAR BONDS YOU BUY!... Three Feathers Distributors, Inc., N. Y. Blended Whiskey, 86 proof, 60% grain neutral spirits.
RESERVE
THREE FEATHERS
RESERVE

"BOY! MAKE MINE RUPPERT"
Famous for Flavor
Because It's S-L-O-W Aged
RUPPERT
BEER
JACOB RUPPERT NEW YORK N.Y.
Copr. 1945 by JACOB RUPPERT, Brewery, New York City

BOSTON AMERICAN LEAGUE GAMES ABROAD—1945

NEW YORK	WASHINGTON	PHILA.	CLEVELAND	DETROIT	ST .LOUIS	CHICAGO
Apr. 17, 18, 19; June 8, 9, 10 (2); Aug. 28, 29; Sept. 29, 30	Apr. 24, 25, 26; June 15*, 16, 17 (2); Aug. 3*, 4, 5 (2)	Apr. 27, 28, 29 (2); June 12, 13*, 14; Aug. 31*, Sept. 1, 2 (2)	May 9, 10, 11; July 6*, 7, 8 (2); Aug. 12 (2), 13*, 14	May 12, 13 (2); July 3#, 4 (2), 5; Aug. 8, 9, 10, 11	May 14*, 15*, 16*; June 30*, July 1 (2); Aug. 19 (2), 20*, 21*, 22*	May 18, 19, 20 (2); June 27*, 28, 29; Aug. 15, 16*, 17, 18

* Denotes Night games
# Denotes Twilight games

Ask for
CHESTERFIELD
They Satisfy
BUY AND HOLD WAR BONDS
Chesterfield
CIGARETTES
LIGGETT & MYERS TOBACCO CO.
CHESTERFIELD

THE RED SOX ARE ALL BLOOD DONORS, ARE YOU? CALL KEN 9669

AMERICAN LEAGUE PITCHERS

ST. LOUIS	CHICAGO	CLEVELAND	WASH.	PHILA.	DETROIT	NEW YORK
16 Caster	18 Dietrich	18 Harder	10 Haefner	3 Gassaway	11 Trout	11 Page
19 Kramer	19 Ross	21 Reynolds	12 Niggeling	16 Newsom	12 Gentry	14 Dubiel
20 West	23 Johnson	22 Bagby	15 Pieretti	17 Christopher	14 Orrell	15 Borowy
21 Shirley	26 Humphries	25 Gromek	16 Leonard	18 Gerkin	15 Mueller	17 Zuber
22 Jakucki	27 Lee	32 Smith	17 Wolff	19 Flores	16 Newhouser	19 Holcombe
24 Potter	35 Haynes	34 Henry	18 Carrasquel	20 Berry	17 Eaton	20 Bonham
25 H'll'g'w'th	37 Touchstone	35 Poat	28 Ullrich	21 Black	18 Overmire	21 Bevens
26 Zoldak	45 Grove	39 Klieman	32 Roche	24 Scheib	19 Benton	24 Roser
29 Muncrief	46 Caldwell	40 Center	35 Weik	30 Knerr	21 Houtteman	25 Gettel
35 Jones	48 Lopat	Salveson		35 Reidy	24 Wilson	28 Donald
Appleton	Papish			Bowles	[illegible]	30 Turner
					McLaughlin	Raffing
					Burke	

19 Heflin	25 McBride	4 Cronin	12 Fox	26 Walters	11 Culberson
31 Finney	22 Woodall	23 Holm	17 Barrett	18 Terry	20 Ryba
	5 Bucher	21 Hausmann	15 O'Neill	30 Baker	32 Daly

RED SOX	1	2	3	4	5	6	7	8	9	10	AB	R	H	PO	A	E
7 Lake Shortstop																
3 Tobin Third Base																
2 Metkovich Center Field																
8 Johnson, R. Left Field																
28 Camilli First Base																
14 Lazor Right Field																
1 Steiner 6 Newsome Second Base																
27 Garbark Catcher																
33 Ferris 34 Johnson, V. 10 Woods, G. 16 Wilson Pitcher																

Umpires: 1 Berry—2 Grieve—3 Hubbard—4 Jones—5 McGowan—6 Passarella
7 Pipgras—8 Rommel—9 Rue—10 Stewart—11 Summers—12 Weafer—13 Boyer

GLEN GARRY
GLEN GARRY
A HIT! WITH MEN WHO KNOW
PRODUCT OF SCOTLAND
GLEN GARRY
BLENDED SCOTCH WHISKY
BLENDED BY JOHN HOPKINS & CO. LTD
86.8 PROOF
FOR 50 YEARS IMPORTED BY S.S. PIERCE CO.
BOSTON

Ask for
CHESTERFIELD

Chesterfield

USED BY ALL MAJOR LEAGUE UMPIRES FOR TIMING THE GAMES

Longines

THE WORLD'S MOST HONORED WATCH

Winner of 10 world's fair grand prizes and 28 gold medals

avoid "5 o'clock shadow"

GEM BLADES

CHESTERFIELD CIGARETTES
LIGGETT & MYERS TOBACCO CO
BUY AND HOLD WAR BONDS
CHESTERFIELD

They Satisfy

ZIP YOUR LIP — SAVE A SHIP ! !

2 Reynolds
19 Ross
3 Orengo
23 Johnson
48 Lopat
7 Nagel
26 Humphries
5 Dykes
8 Baker
34 Michalsky
22 Hass
12 Curtright
37 Touchstone
33 Miller
17 Papish
46 Caldwell
38 Ruel

CHICAGO	1	2	3	4	5	6	7	8	9	10	AB	R	H	PO	A	E
9 Moses Right Field																
6 Schalk Second Base																
4 Farrell First Base																
36 Dickshot Left Field																
47 Cuccinello Third Base																
25 Hockett Center Field																
28 Michaels Shortstop																
15 Tresh 14 Castino Catcher																
18 Dietrich 35 Haynes 27 Lee 45 Grove Pitcher																

Information as to Postponed Games, Broadcast Daily at 12:59 p. m., by WNAC

Pleasingly Mild! J.A.

The Smoke Choi of a Million Fa

Get J. A. Cigars low From the Boys ith the Baskets!

Listen to Our Big Radio Baseball Review Yankee Network at 4:45 Sunday Night

It's a Great Cigar

Old Gold CIGARETTES
P. Lorillard
Apple "Honey" helps guard OLD GOLD against Cigarette Dryness

Yes, LUCKY STRIKE means FINE TOBACCO

So round – so firm –
so fully packed –
so free and easy
on the draw

LUCKY STRIKE
LUCKY STRIKE
"IT'S TOASTED"
20

RED SOX SCOUTING STAFF

The Red Sox Scouting Staff, headed by George Toporcer and Tom Daly, will continue the search for talent during the year. While some of the Baseball Schools will be curtailed, the various scouts will conduct try-out sessions in their own home cities. The usual morning school will continue at Fenway Park. Among the Scouts are Ernie Johnson, Charlie Wallgren, Billy Disch, Jack Egan, Fred Hunter and Bill McCarren.

CHASE & SANBORN
COFFEE
IT'S FRESH

EVERY CUP IS SOLID PLEASURE

CHASE & SANBORN'S lavish wealth of flavor, its extra smoothness and richness add up to a cup of solid pleasure every time.

It's sheer coffee satisfaction from first sip to last, and more people enjoyed Chase & Sanborn Coffee in the past year than ever before. Get this extra coffee goodness in *your cup*—get Chase & Sanborn Coffee, roasted right here in Boston.

CHASE & SANBORN COFFEE

Five Famous Restaurants...
ZODIAC COCKTAIL BAR & LOUNGE
★ STARLIGHT ROOF
★ FIESTA GRILLE
★ STEEPLE CHASE
★ CHASE CLUB

HOTEL CHASE
BASEBALL HEADQUARTERS IN ST. LOUIS
AIR-CONDITIONED GUEST ROOMS

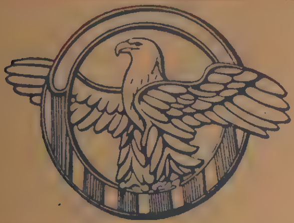
TASTE the difference tonight — FEEL the difference tomorrow

White Rock

Sparkling Mineral
Water

White Rock
White Rock

The QUALITY Mixer for Highballs, Collins' and All Tall Drinks.



The honorable service emblem, pictured here, is a gold-colored insigne which marks a man or woman as having served the United States and as having been honorably discharged from one of the uniformed services.

MY NATURAL RICH BROWN COLOR

means finer flavor for your

FRANKFURTERS

GULDEN'S MUSTARD

served here exclusively

GULDEN'S
MUSTARD

The New York "Home" of the RED SOX

THE COMMODORE

Right at Grand Central—42nd Street and Lexington Avenue

In the heart of the Business and Theatre Areas

"NEW YORK'S BEST LOCATED HOTEL" MARTIN SWEENY, President

ROOMS:

Single rooms—$3.50, $3.85, $4.40, $4.95 and $5.50.

Double-bedded rooms—$5.50, $6.05, $6.60 and $7.15.

Twin-bedded rooms — $6.60, $7.15, $7.70 and $8.80.

Sounds like a Home Run!

You can't miss on the long ones . . . when you mix them with Canada Dry Water or Ginger Ale. "PIN-POINT CARBONATION" gives drinks a liveliness you can hear . . . a sparkle that lasts, to the last sip.

CLUB SODA
Sparkling
CANADA DRY WATER
PIN-POINT CARBONATION
CANADA DRY
PALE GINGER ALE

CANADA WORLD FAMOUS DRY

WATER AND GINGER ALE

FENWAY PARK

Fenway Park has been the home of the Red Sox for 33 years. The Sox moved into their new home at the start of the 1912 Season, having previously played at the old Huntington Avenue Grounds. Fenway Park became New Fenway Park, when it was remodeled during the winter of 1933-34.

A HIT IN THE STANDS!

IT'S HOOD'S ICE CREAM

H. P. HOOD & SONS DAIRY PRODUCTS

Sold Exclusively within these grounds

FOR VICTORY
BUY
UNITED STATES WAR BONDS
and STAMPS

A hit
in any
league
PEPPERMINT FLAVORED
BEECH-NUT BRAND
CHEWING GUM
ALWAYS REFRESHING
BEECH-NUT GUM

HUGH DUFFY

When Hugh Duffy dons his Red Sox uniform to open his morning baseball school at the start of this season, and gets out with "his boys"—as he fondly calls them, he will be ringing up another record to stand unchallenged with his famous ".438" average—namely the number of consecutive years wearing a uniform in Organized Baseball. The exact number may never be known, but "Hughy" has left his mark; and there are a great many players in baseball today and a greater number serving in the Armed Forces, who remember well the ruddy-faced little gentleman, whose kindness and advice has helped them through the years.

THE FAMOUS "HORSESHOE BRAND"

FRANKFURTS

Are Served at All the Stands in This Park

Manufactured by

HANDSCHUMACHER & CO., Inc.

Insist on the Best

Wholesale: 48 NORTH STREET, BOSTON, MASS.
Retail Store: 16 NORTH STREET

Like So Many Seasoned Travelers
The RED SOX Prefer the

Hotel Book-Cadillac

while in **DETROIT**

1200 Rooms
From $3.00
Postal Zone 31

FAY M. THOMAS, General Manager
W. J. CHITTENDEN, Manager

BUY UNITED STATES WAR BONDS AND STAMPS

STEVENS—29 YEARS OF EXPERIENCE IN THE MANUFACTURE OF STEEL BARRELS AND DRUMS GIVES THEM THE "*KNOW HOW*" THAT CAN HELP YOU WHEN PEACE COMES.

THE STEVENS METAL PRODUCTS COMPANY
NILES, OHIO

Sales Offices in Principal Cities

INFORMATION FOR PATRONS

The offices of the Boston American League Baseball Company are in the Administration Building at Fenway Park 24 Jersey Street. Telephone Kenmore 0331, 0332, 0333.

Telephone booths for the convenience of patrons may be found back of ticket booths at entrance to Grandstand; on runway leading to top of Grandstand; also in the rear at the center of Main Stand; at lower level entrance to Box Seats. There are also telephone booths located under first base Grandstand and Bleachers.

Rest rooms for ladies are located at central part of Grandstand and under all stands.

Subway cars from Park Street and special Fenway Park cars carry passengers to the Ball Grounds.

Refreshment room in center of Grandstand.

Box and Reserved Seat tickets may be secured in advance at Filene's Men's Store, Washington Street, Hubbard 2195 and at Fenway Park.

The Box Office at Fenway Park will be opened at 9:30 A.M. daily where box and reserved seat tickets may be purchased.

Prices, including tax: Box seats $1.80; Reserved seats $1.60; Grandstand $1.20, and Bleachers 60c.

★ ★ **THE BOSTON YANKS** ★ ★
1945 National Football League Games
AT FENWAY PARK

Sept. 25—Pittsburgh (Night)
Oct. 7—Washington
Nov. 4—Detroit
Nov. 18—Green Bay (World Champions)

BUY YOUR SEASON TICKETS NOW

Choice Seats
At a discount

Statler Office Building
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Season Tickets
$12.00-$8.00

A GREAT NAME — A GREAT HOTEL

THE BENJAMIN FRANKLIN
The Red Sox's Home in Philadelphia
1200 Modern Rooms with combination tub and shower bath — JOSEPH E. MEARS, Managing Director

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DEL PRADO HOTEL
Lake Michigan at 53rd Street
CHICAGO
Chicago Headquarters for American League Clubs
400 ROOMS - - 400 BATHS — EUROPEAN: $3.50 AND UP

P. Ballantine & Sons, Newark, N. J.

Some words fool you:

BEAN means...

BEAN means...

but **BALLANTINE** Ale always means...

Purity, Body, Flavor!

BALLANTINE'S
XXX
ALE

There's the *string* bean you raise in your garden. There's the bean *ball* that raises a lump on the batter's head. In other words, "bean" is a bothersome word, it has more than one meaning.

How different from "Ballantine." There's a word that's crystal-clear. It means PURITY, BODY, FLAVOR . . . always has, always will. These are the qualities made famous by Peter Ballantine's 3-ring trade mark. Tonight enjoy the best . . . a bottle of Ballantine.

PURITY BODY FLAVOR

America's Finest since 1840

Westport, Conn
July 19, 1945

File- Received - B[illegible]

JUL 20 1945

Attended to viz:

Dear Jay:

I am returning the signature card you sent me.

We have been having a lot of muggy, wet weather which does not especially help a case of "Charley Horse" I have been having in both legs. They are much better now, however. Am having a quiet time here, sleeping late mornings, and loafing the rest of the time.

Hope that you and our "co-workers" are all well.

Sincerely
ECW

ROADS TO PORT

THE $156,000,000 which the Massachusetts House of Representatives has approved for a six-year postwar highway construction program should be spent prudently rather than politically.

We need wide throughfares to link all the Commonwealth's major cities and towns with the Port of Boston.

Nothing worthwhile will be accomplished by squandering millions on roads that lead to cow pastures and wood lots.

They may attract a few votes for a half-dozen Senators and Representatives, but it should be obvious to everyone that they will not attract the kind of industries our working population needs.

Broad highways leading to the port will enable mill and factory managements to enjoy the full benefits of low-cost water transportation.

Thus they will be able to meet the increasingly powerful competition from other parts of the country and provide new jobs and higher wages for millions of persons, including the returning servicemen.

The Port of Boston is the Commonwealth's biggest asset.

Road planners cannot afford to make the tragic mistake of isolating it.

14—Boston American, July 19

THE CHRISTIAN SCIENCE MONITOR,

BOSTON, THURSDAY, JULY 19, 1945

Gov. Tobin's Opportunity

Boston's long-awaited port development program now has reached the critical stage. Governor Tobin has signed the heavily supported legislation establishing a powerful new Boston Port Authority and appropriating $15,000,000 for modernization of port facilities. Now the public is standing by for fulfillment of the bright promises painted when the drive was on for passage of the measure.

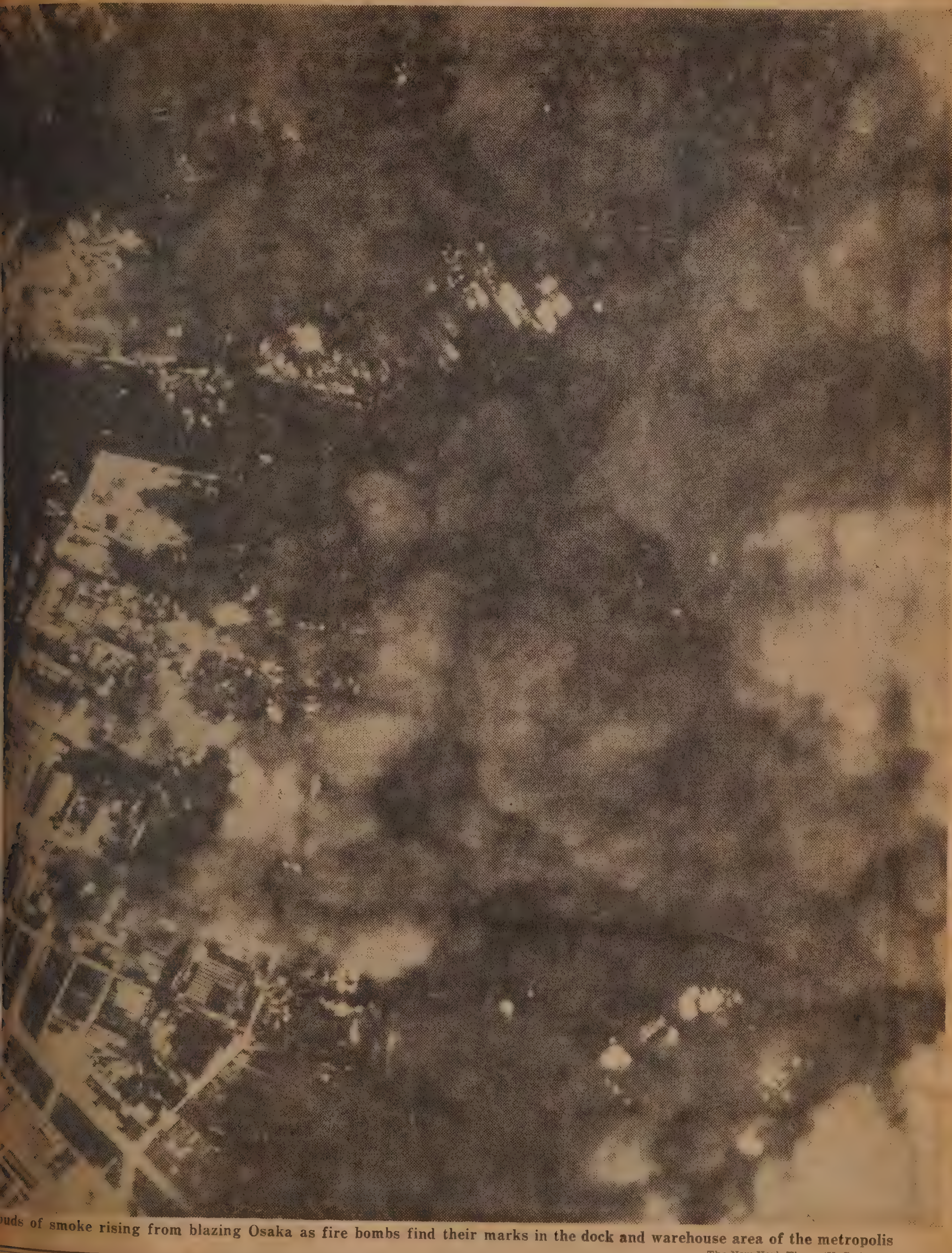
The next and crucial step is up to Governor Tobin. Upon his shoulders rests the responsibility of appointing to the new Port Authority five members with zeal to improve the port and the background necessary for formulating a long-range program. The members must be above politics. They should represent business, labor, shipping, and finance.

Once the Authority is appointed its tasks will be numerous. While improvement of facilities is of prime importance, labor problems which have plagued the port in past years must be solved. Likewise the Authority must convince local and New England firms of the advantages of shipping through Boston rather than New York.

Too often Boston's rightful shipping business has been sent to New York. An outstanding example is that of a Dover, Massachusetts, firm sending portable houses to England recently through New York. While it may be that present shipping circumstances made this procedure necessary at this time, it is indicative of what has happened in the past and will be repeated in the future unless a successful selling campaign is undertaken.

It is hoped that Governor Tobin's forthcoming appointments to the Port Authority will constitute a sturdy foundation on which to erect a shining and prosperous superstructure.

SUPERFORTRESSES LEAVE JAPANESE CITY IN FLAMES



uds of smoke rising from blazing Osaka as fire bombs find their marks in the dock and warehouse area of the metropolis

The New York Times (U. S. Army Air Forces)

Frances gave me a royal Welcome home, a regular "The Happy Time" atmosphere. Girls out - Frances cooking. Chicken Gumbo soup. Chicken Salad. Rolls. Butter - Blueberries & cream.

Peter went to the Ball game with Kathleen and Jane & to supper. John, Mary, and Jim are still down in Maine -

The Bond transactions today amounted to $3,950,000.

—It's Plain Hot and Sticky

For five successive days there has been a high-pressure area or large mass of warm air loitering over the Atlantic, much farther north than such masses usually sojourn.

That mass of air, and not sunspots, bombs, or gunfiring has caused persistent fog, coolness in the first part of this week, humidity, and today warmer and sticky weather in Boston.

Thus explained William H. Tracy, who presides over the Boston headquarters of the United States Weather Bureau on the 19th floor of the Federal Building.

The mass of air—unusually extensive and strong, and covering thousands of miles of ocean—extends from Maine to Florida, and has been practically stagnant during this week, he said. It is now gradually weakening, though very slowly, and its influence will be felt for at least two more days, said Mr. Tracy. As it moves slowly southeastward, it is causing winds to hit Boston from the south and southwest, driving humid air from the subtropics into New England.

But, Boston escaped the torrential rain that this condition caused in New York City and other localities, pointed out Mr. Tracy, as he forecast for today: Mostly cloudy, continued warm and humid for tonight and Saturday, with showers and scattered thundershowers possible this evening and again tomorrow. The poor weather of this week has prevailed in a relatively narrow strip along the entire Atlantic Seaboard, while well inland and over most of the entire country the weather has been dry and much better than here, he said.

Boston has had at least a trace of rain for several successive days, with precipitation 1.78 inches thus far in July, which is .05 per cent below normal. Normal for this point in the month is 1.83 per cent. Rain fell on St. Swithin's Day in Boston to the extent of .39 inches. There were eight previous days in July when there was no rain at all.

Friday, July 20, 1945 –
Another muggy day. Orange juice - oatmeal - dropped eggs on toast - Iced Coffee - to the square with Frances - then the subway and to the office - much work - over to the First National Bank and more Bond transactions today, they amounted to $9,205,000 — out to lunch at 12.45 - to the Cafe Royal - in the Hotel Touraine - Devilled Lobster in the shell - Cauliflower - Roll - cottage cheese - Iced Coffee - Blue Berries & Cream — to Jordans. Procured Nicholas' Photo Book and 11 enlargements — left 620 film and 8 films from David + Jeanne. to Spalding Moss and got the Photostats - Back to the office - When Everett Lane went to the market - he stopped in at Iver Johnsons + got me 2 boxes of flash bulbs - Left at 4.45 - Showers - in Moody's car - a stop at Griffin's - Dinner - Lobster salad - flash pictures — then a lot of motion pictures for Peter - Joan Sheldon to dinner. - Kathleen & Jane took in the movies too.

Our Lady of Mercy Red Cross Unit Serves At Home

Our Lady of Mercy Red Cross unit has chalked up a record production since March 1941 when the unit was formed and began its work under Mrs. Jay Benton's direction and under the spiritual guidance of the Rev. Charles J. Maguire, pastor of the Church. Total production during the four year period up until last March was 153,133 pieces. mostly surgical supplies for the Army and Navy but also including some hospital orders, blood donor sponges and a few knitted articles for Army, Navy and refugees. The knitted articles totaled 499. Included in the total production figures are 20,098 blood donor sponges made by the Junior group. The Senior group has contributed 50,027 hours of service.

During the past year the unit has turned out 78.947 pieces, mostly gauze work for Army and Navy hospitals, stitched hospital supplies for the Army and Navy and some hospital work. This figure also includes 4,950 blood donor sponges made by the Junior group.

Heading the Senior group of the unit are Mrs. Jules Wettlaufer, chairman; Mrs. George Fitzgerald, vice-chairman, and Mrs. J. J. Leary, knitting chairman. Active members are Mrs. Orrin R. Brown, Mrs. Joseph E. Bandzul, Mrs. T. E. Burke, Mrs. Kenneth Billings, Mrs. George L. Bedford, Mrs. John J. Barry, Mrs. Edward Barry, Mrs. John W. Campbell, Mrs. Harold Clary, Mrs. Edward Cunningham, Mrs. Katherine Clark, Mrs. K. A. Cross, Mrs. M. F. Christopher, Mrs. C. A. Clement, Mrs. M. D. Desjardins, Mrs. Robert Doherty, Mrs. Katherine Driscoll, Mrs. C. H. Egan, Miss Alice R. Gorman, Mrs. Robert F. Hawley, Mrs. E. Hanchay, Mrs. R. J. Hanley, Mrs. Alice Haley, Mrs. Alice Hutton, Mrs. K. F. Hunt, Mrs. E. L. Kenney, Mrs. E. H. Ladd, Mrs. Arthur Lane, Mrs. Leo H. Leary, Mrs. F. G. Letourneau, Miss M. A. Loughran, Mrs. Hubert Maguire, Mrs. Albert Merkers, Mrs. Albert Mills, Mrs. J. A. Murphy, Mrs. John A. Mack, Mrs. John McCullough, Mrs. William T. Norton, Mrs. A. J. Oliver, Mrs. William Pease O'Brien, Mrs. Octavie Ober, Mrs. William T. O'Neil, Mrs. Margaret O'Grady, Mrs. J. O'Connor, Mrs. J. R. Power, Mrs. William Purcell, Mrs. John A. Reilly, Mrs. J. A. Roche, Mrs. E. J. Ryan, Mrs. Warren T. Riley, Mrs. Fred W. Smith, Mrs. Anna E. Smith, Mrs. Edmund Sullivan, Mrs. Grace St. Sauveur, Mrs. Wesley Taylor, Mrs. Eleanor Viall, Mrs. H. J. Welsh.

Miss Marcella Merker of 96 Cushing avenue is chairman for the Junior group. Active members are Mimi Ahern, Betty Breen, Pat Breen, Irene Corsick, Fran Crowley, Phyllis Cunningham, Ginny Guiney, Marga Hanley, Ruth Halligan, Ginny Hazlett, Helen Hazlett, Nancy Lane, Peg Linnehan, Helen MacCaferey, Beth MacGrail, Ruth Mahoney, Anne McCarthy, Marcy Merker, Lucille Merker, Kay Mullin, Priscilla Mullins, Jane Norton Cleary, Lucille Oates, Eileen O'Connell, Margaret O'Grady, Eleanor O'Neil Harper, Jean Stehenhagen and Ann Sullivan. Two of the junior members are recent brides, the former Jane Norton who wed Daniel Edward Cleary, Jr., and the former Eleanor O'Neil who last week became the bride of Lt. John Barber Harper, Jr.

The Boston Post
Established 1831
The Independent Democratic
Paper of New England

(Issued daily by Post Publishing Co.)
JULY 20, 1945. NO. 17; VOL. 706

NO PROBE

Members of the Massachusetts Senate acted wisely when they killed the legislation designed to rake Boston over the coals for political purposes. It was an ill-timed, ill-advised effort, the purpose of which was apparent from the start because it was launched with too much unctuousness and with too great emphasis on the point that it was going to be nonpartisan.

The people of Boston, long sufferers from the holier-than-thou attitude of outsiders, suddenly bridled against the unjust and unproven inference that the capital of the Commonwealth was in financial difficulties.

If the proposed probe had been carried through it would only have caused a great deal of feeling, have been disputed in its results bitterly and would have wound up where most political investigations end, in a waste of public funds and nothing accomplished.

The members of the Senate who defeated the attempt by a voice vote and the members of the House who stood and were counted against it, displayed good judgment by refusing to become a party to an obvious effort to play politics with the reputation of the Hub in a vital time.

It is an amazing thing that those who promoted the proposition failed to see what they were doing. At the moment when Boston was making a comeback and they themselves were aiding its upward climb with State funds for the good of the whole State, they did the worst thing possible, to point an accusing finger at the city's economic conditions without a single substantial reason to back it up.

Yet, now that the probe has been called off, in a way it did some good. It demonstrated a pride in Boston of its citizens that is deeper than some thought. The outcry against the new attack on the city was so strong and sincere, coming from people in all walks of its life, that one might say a new Boston has been born.

It means much for the future, the postwar future on which the guns of the city are now sighted. It proves that a bigger, better and busier city is more than a slogan. The people mean it and are keen to obtain it. In a realization that the opportunity will not come again to progress to greater achievements, they intend to seize it this time.

This attitude should be a warning to others who attempt to blacken the Hub that the citizens henceforth, aroused and fighting for the good name Boston has always borne, will not stand for any trifling.

It should encourage all that the campaign being pushed for an airport to draw the flying ships of the world and a harbor to attract the liners and freighters of the globe has solid support, not only from business leaders, but the ordinary man who realizes that his job depends upon the prosperity of the city.

Bostonians, because of their natural calm, may never arrive at the stage of Florida boomers and California boosters. But taking a page or two from the book of those States that made themselves great by being optimistic and permitting no one to malign them without incurring wrath, they are showing a resurgence of pride that augurs well for the good days to come.

Yep, It's Another Hot, Sticky One

Hot, humid and showery weather will continue today, but the prospects are that tomorrow, although warmer, will be less humid and probably showerless, the weather bureau said last night.

Yesterday's lowest temperature, 72, came in the early morning hours. It was eight degrees above the normal low for the date. The mercury hit 86 at 2 P. M., to bring the day's mean temperature to 79 degrees, seven above the normal mean for the date.

Highest temperature today is expected to be near 88 degrees. Although tomorrow will be warmer, with a maximum of about 90, it will be less humid.

Saturday, July 21st 1945X

Still Muggy. Slept late. Breakfast upstairs - orange juice - corn flakes Broiled Scrod. Toast - Iced Coffee. Vickburg, the Painter, dropped around - first time following his operation - It appears that "Ike" the Kitten disappeared yesterday afternoon - Downstairs at 10 -- lugged up the trunks, a pile of "Esquires" and "New Yorkers" for Red Cross. Swept off the Pergola. Peter planted the Amaryllis and Calla Lily Bulbs in the Jungle. Also unwound and cut off the Wisteria growth that was swamping the young elm by the Pergola. Peter also cleared off all the Bottles from the Back porch. Chicken salad for Lunch - Snoozed part of the afternoon. Louise came up to call. Dinner Baked Beans. Ketchup - Frankfurters - Fish Balls - Hot Rolls. Butter - Milk. Fruit cup. To Bed early. Peter went out to the Totem Pole accompanied by Joan Sheldon. Had a Hot tub Bath at 6.30 The weather turned nice this afternoon - really salubrious.

FAIR, COOLER TODAY FOR HUB

Ideal summer weather with a forecast of fair skies and cooler temperatures was in store for Boston for today, while in central and western Vermont scores of communities sought to restore communication and power systems washed out by a $500,000 flood.

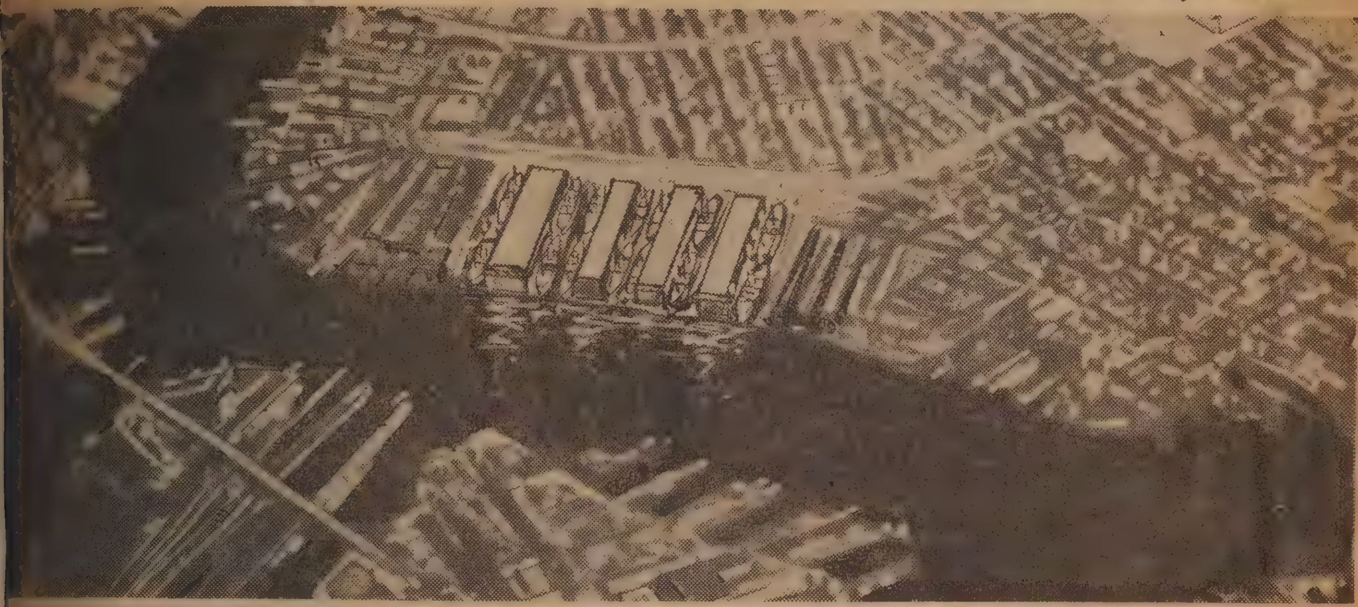
The official forecast for Boston and vicinity called for an end to the humid spell which has gripped the city for most of the week.

The dry, sunny weather comes as a relief to Victory gardeners who have received an overabundance of rain.

Sunday, July 22, 1945

Slept late - Breakfast upstairs
Orange juice - Corn flakes - Creamed
Chicken on Toast - Iced coffee.
Started testing at 9.20 did 3
weeks of it - up at 11. Over to
11 Oak avenue to see Mother at
12.15 - Back to the house. Took a lot of Pictures
Both movies and stills - Dinner - Roast Beef -
Roast Potatoe - gravy - Popovers. String Beans -
Roll - Butter - Fruit cup and orang. sherbet -
Rested - Snack supper - Tomato lettuce - Bacon
Sandwich - Milk - Sliced Bananas & Blueberries.
Downstairs at 9. A lot of movies shown
for Peter - Found the missing B.H. football
reel of 1942 - Up to Bed at 11.15 - Mary, John
& Jim returned from Maine at 12.15 so
downstairs again

HAT THE PORT OF BOSTON AN GET FOR THOSE $15,000,000



THREE PIERS COULD BE BUILT FOR $15,000,000

rtist's conception of what the $15,000,000 would buy shows a section of what could be the East Boston portion of rbor with three new piers indicated. There are no definite plans for the expenditure of the $15,000,000 yet, er. The money may not be spent in East Boston, and may not be spent for piers. Boston's water front covers a area and the soon-to-be-named new Port Authority will be in charge of making the plans necessary for the mod-ion of the entire setup.

By K. S. BARTLETT

ifteen million dollars!

ot much as expenditures go nowadays, but, in the on of men who have been working—some of them any years—to renovate Boston Harbor, a sum which go far toward starting Boston on its way back to its er place among the world's great ports.

week Gov. Maurice J. Tobin the compromise bill creating Boston Port Authority and g for a $15,000,000 bond issue ce the purchase of pier loca- nd the construction of new with the necessary railroad e, machinery such as cranes ctors, offices, storage space like. The members of the t Authority, which will take e job of the old Boston Port ty as well as some of the merly handled by the State ent of Public Works, will d by the Governor, with ent of the Council and will cording to many who have ed a chance, the broad pow- ssary to rehabilitation of the

oney has some strings on it. lly passed by the Legis- $5,000,000 will be available as the new Port Authority d. The remaining $10,000,000 spent only after the Legis- has approved the plans for piers and other facilities as the leases which will be eamship companies or others ll use the piers. The bill s that before actual construction is started a lease must have been executed which will be sufficient to amortize at least 60 percent of the actual cost to the Commonwealth of all the piers and the facilities provided with them.

Asking how many piers this $15,000,000 will buy is something like asking how many houses you could build for the same amount. It depends on the size, type of construction, expenses for plans, dredging, cost of labor and material at the time. And a lot of other factors.

One yardstick is provided in the bill signed by former Gov. Leverett Saltonstall in 1941, providing for the purchase of the Boston & Maine's Mystic docks in Charlestown at their assessed value of $1,345,000 and for a bond issue of $3,355,000 for the construction of a double deck pier. That's a total cost of $4,700,000. Because priorities could not be obtained this pier has never been built, nor have working plans been drawn up and accepted. This money will also be handled by the new Port Authority.

On the basis of the 1941 estimate the new $15,000,000 would build three double deck piers of that type. Costs have gone up since then, but in any case it seems probable that some, perhaps most of the $15,000,000, will go for single deck piers which many authorities consider better suited to Boston's present needs.

Single deck piers, according to some estimates, can be built for as low as $3,000,000, including purchase of the site. Others estimate it at between $5,000,000 and $6,000,000.

These figures are said to include the pier "facilities" such as the tracks, machinery for handling cargo and in some cases such things as special "cold rooms" for keeping fruit or other perishables in condition until they are taken from the pier.

Many Sites Recommended

The location of the piers to be built with the $15,000,000 bond issue will be determined after a survey. There have been almost as many suggestions as there are possible locations. One of the many studies made in the past few years suggested that the state should buy the New Haven Piers 1, 2 and 4 at South Boston and construct modern piers there. Another recommendation was that the site of the Hoosac Piers in Charlestown should be bought. There are suggestions for a new pier or piers at East Boston.

How many ships they could accommodate would depend on the type and number. A two-deck pier costs more than a one-decker, but might berth no more vessels at one time. Some figure on approximately 12 additional berths, other on 18 or 20.

According to a recent estimate made by the Massachusetts Committee for port development. Thirty-five ships could berth at one time just before the war and only 29 in 1944, although the latter figure included the seven new berths at Castle Island. The drop was due to the demoltion of some hopelessly outworn piers and the uselessness of some others. Of the 29, 20 are under control or lease by the Federal Government. How soon they will be returned to their owners or leased to private firms after the war ends no one can say surely. It could be years.

When Commonwealth Pier, now being used by the Army, comes back to the state it will be under the administrative control of the new Port Authority as will most state-owned harbor facilities except for the land under the control of the Metropolitan District Commission. The Authority will also, presumably have charge of the great new Army-built Castle Island terminal if or when that comes into State hands. The terminal is a magnificent affair with nearly 30 miles of trackage and large storage facilities, but some believe its wharves would need additions or alterations for civilian commerce under peacetime conditions.

The Port Authority will be unpaid and will act more or less as a board of directors. Under them will be a director who will act as a kind of general manager and a staff including engineers, rate experts and commerce counsel. There will be campaign to "sell" Boston, especially to exporters.

"This is the first step and a vital one," said Frederic C. Church, chairman of the Metropolitan Committee for Port Development, last week. "More money will be needed later, but now the first two most important things are that the Governor appoint five outstanding men as members of the Port Authority who will be willing to make the personal sacrifice of serving, and that the entire community, in fact all New England, get behind the development.

"The port will prosper only as it receives the backing of the public and all those who control the shipment of freight, such as manufacturers in New England and the West. The development of export trade through Boston is the greatest problem, for that is our weakest point. It has been estimated that not more than 25 percent of the products of New England factories were exported through the port of Boston in the years prior to the war.

"The piers themselves are of no value unless tonnage flows over them into ships which will carry our exports to all parts of the world. Labor throughout New England will prosper as our port prospers. The building of piers and the increase in shipping will provide work directly and indirectly for many thousands. Banks, through their foreign offices, can give aid. Tourists can make it a point to sail from Boston whenever possible. These are merely a few ways; we can all help. We must not leave it to someone else this time."

Jay R. Benton, chairman of the Greater Boston Development Committee, was pleased with the passage of the bill.

"The development of the port is the No. 1 Must on our program," he said.

Pvt. Nicholas Benton 3143[illegible]
Inf. Co. H. [illegible] P.R.
APO 21091, San Francisco

U.S. ARMY
FEB 23
1945
POSTAL SERVICE

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

VIA AIR MAIL

Mr. & Mrs. Jay R. Benton
No. 3 Plymouth Rd.
Belmont, Mass. U.S.A.

A.N. Briggs Jr

Somewhere in the Pacific
July

[illegible] Dad –

I suppose my letters are few and far between – but then on the other hand I haven't been getting any mail t all – to say nothing of the other boys!

I don't know if I told you or not but I was in what the army would have you believe a lagoon – no names, of course, but then you probably know by my last letter! I went ashore a couple of afternoons and just swam & swam –

the beach was lovely but couldn't compa
to the Atlantic Coast! You wouldn't like it
hon, because the water was much too war
anyway, I got a chance one afternoon to dri
6 cokes and two beers - which were a little
flat but good to a home-sick palate. - we
left the ships every day [illegible] , whi
was swell if a little bit rough —

I got a beaut of a burn but it is peeli
and is showing a well tanned skin but woul
make Vivian Rider look to her laurels!

★ HE WANTS LETTERS FROM HOME . . .

I am now on the move again to — I can say no names.

Is Cal Rogers still working for Hood Rubber —? Or did Cal go up to Pat's for the summer?

I read See Here Pvt. Hargrove which didn't come up to par for me — seemed to know all the jokes before reading them — also read "The Bigger They Come" which was above average — darned if I can read more than two pages of a mystery and throw the damn thing aside —

They had Music for Millions which I saw twice again — a fine picture —

But darn it I want some mail — some clips and New Yorkers — some articles on development of the port — above all letters with photos — also that photo book — some candy from Baileys to Jan's

Well, I'll close now with, of course, all my love —

Your seafaring son,
Dick

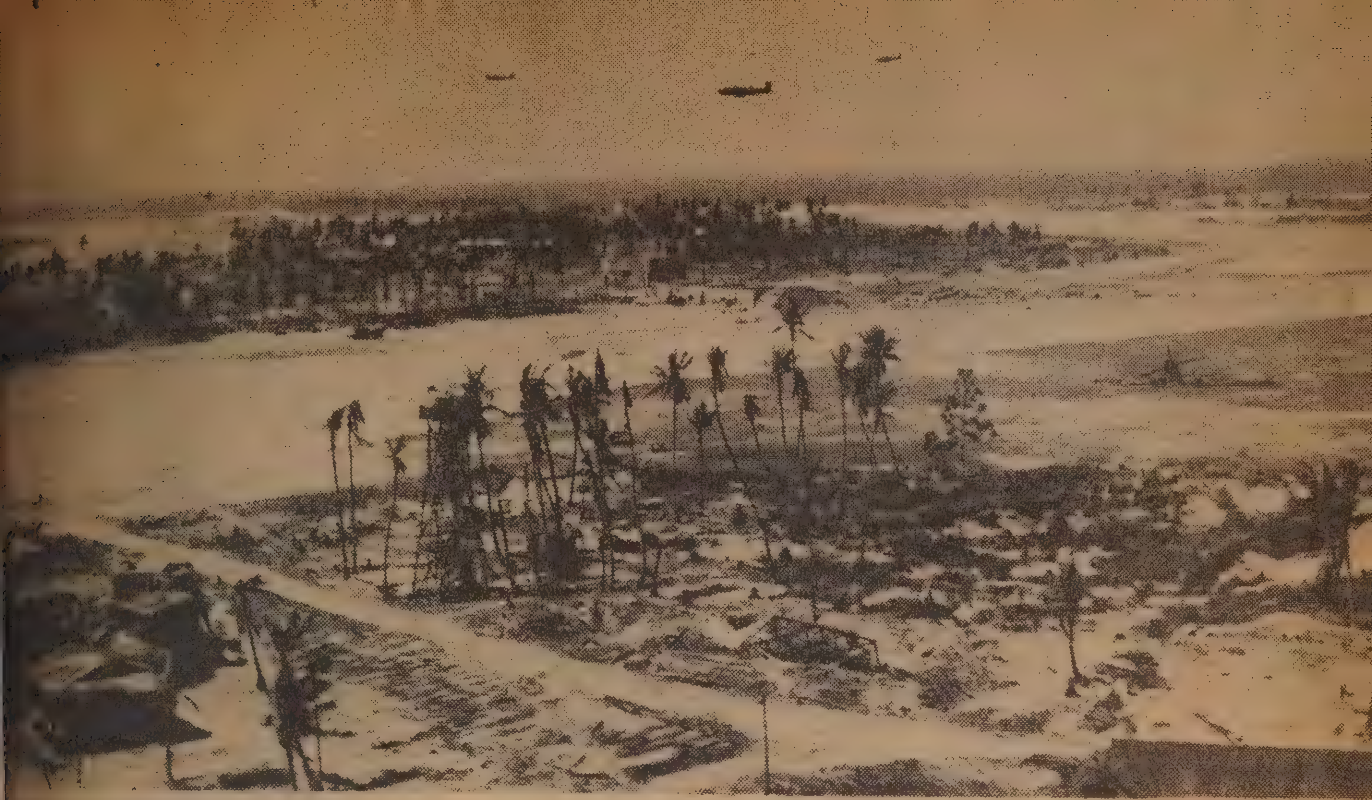
Dear Dad,

Thankyou for the fine time you made possible for me. It was all wonderful.

Love,

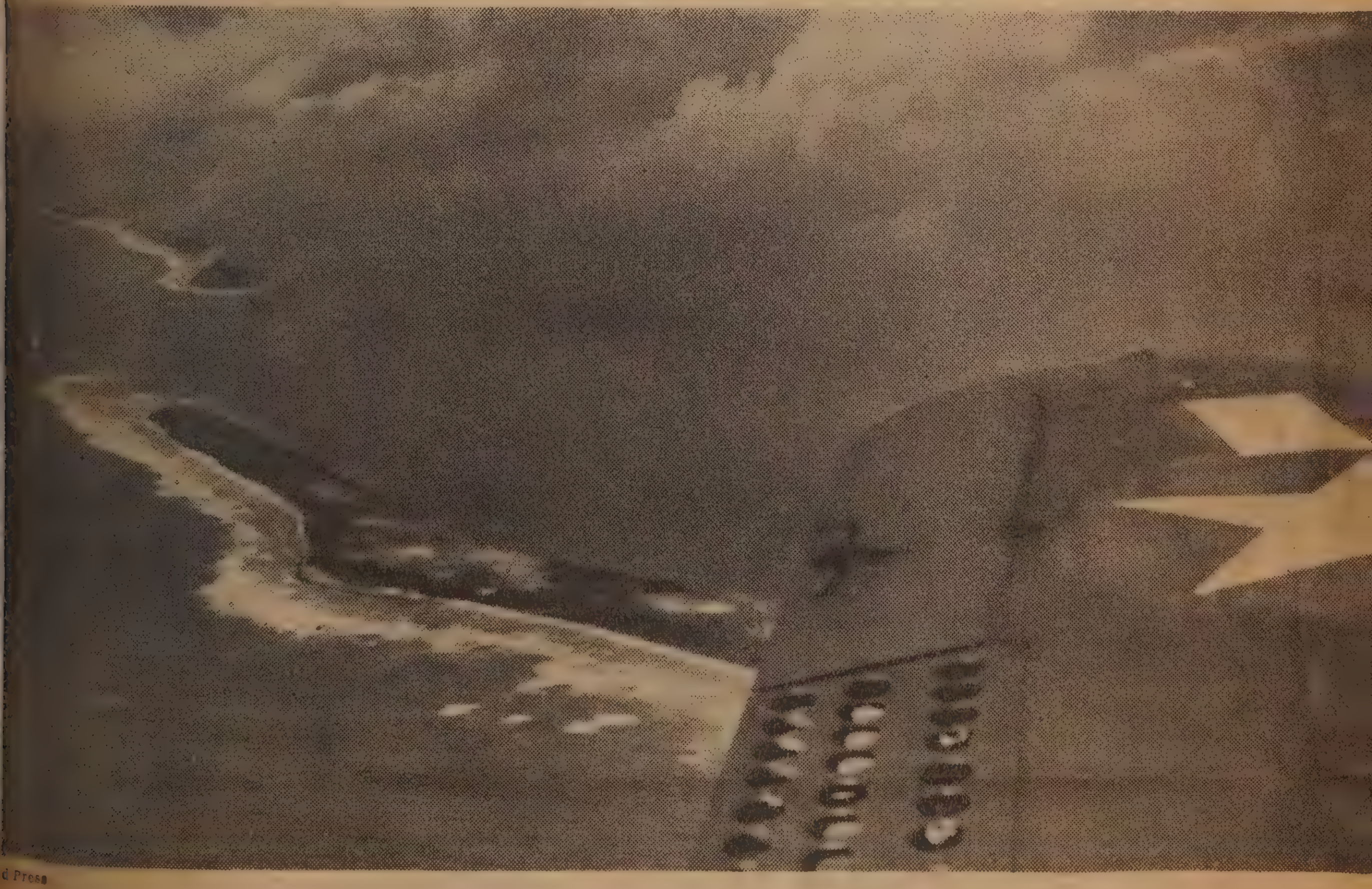
Your Son - Peter

Dad



Press from United States Army 7th Air Force

Typical Country Found on the Larger Islands of the Marshalls



d Press

Kwajalein Atoll in the Marshalls as Seen From the Air

HERE WAS NICHOLAS!

Page 18—Monday, July 23, 1945 DAILY RECORD

APPRECIATES HELP

Mr. Harold G. Kern, Publisher:

The clippings in our files dealing with the Port Authority Bill give visible evidence of the exceptional service rendered in behalf of this measure by the Record and American. Our venture in community action to insure development of the Port of Boston during this legislative session could not have succeeded but for the excellent job in public information performed by the Record and American and other Boston newspapers.

A special word of thanks and congratulations should be said in regard to your vigorous, powerful and unceasing editorial support for the full $15,000,000 program at the time when this program was clearly in danger, with potentially disastrous effects upon the whole future of the Port. The Elder Cato himself could not have employed the principle of repetition of a simple basic demand more effectively than did your editorials day after day following the report of the House Ways and Means Committee.

I am sure that I speak not only for the members of the Greater Boston Development Committee but for a large section of the public when I extend appreciation and congratulations for the indispensable services which your papers have rendered to this community, state and region.

Very truly yours,

JAY R. BENTON, Chairman,
Greater Boston Development Committee,
80 Federal st., Boston 10.

* * *

Sgt. **PETER BENTON**, U. S. Marines, son of Mr. and Mrs. Jay R. Benton of 3 Pequossette road, who has been home on furlough, since July 4, left Monday to return to his base at Santa Barbara, Cal., where he is specializing in radar.

* * *

★ **SGT. PETER BENTON. USM, of 3 Pequossette road, who has been home on furlough since July 4th, left Monday to return to his base at Santa Barbara, Cal. where he is specializing in radar.**

It's Ideal Here

Bostonians who don't like the weather they are getting today should count their blessings, according to reports from other sections of the nation.

A record-breaking heat wave is sweeping the Midwest with temperatures above the 100 mark. At Des Moines, Iowa, the mercury soared to 101 and Chicago had a reading of 91, the second time this season that the 90's were reached.

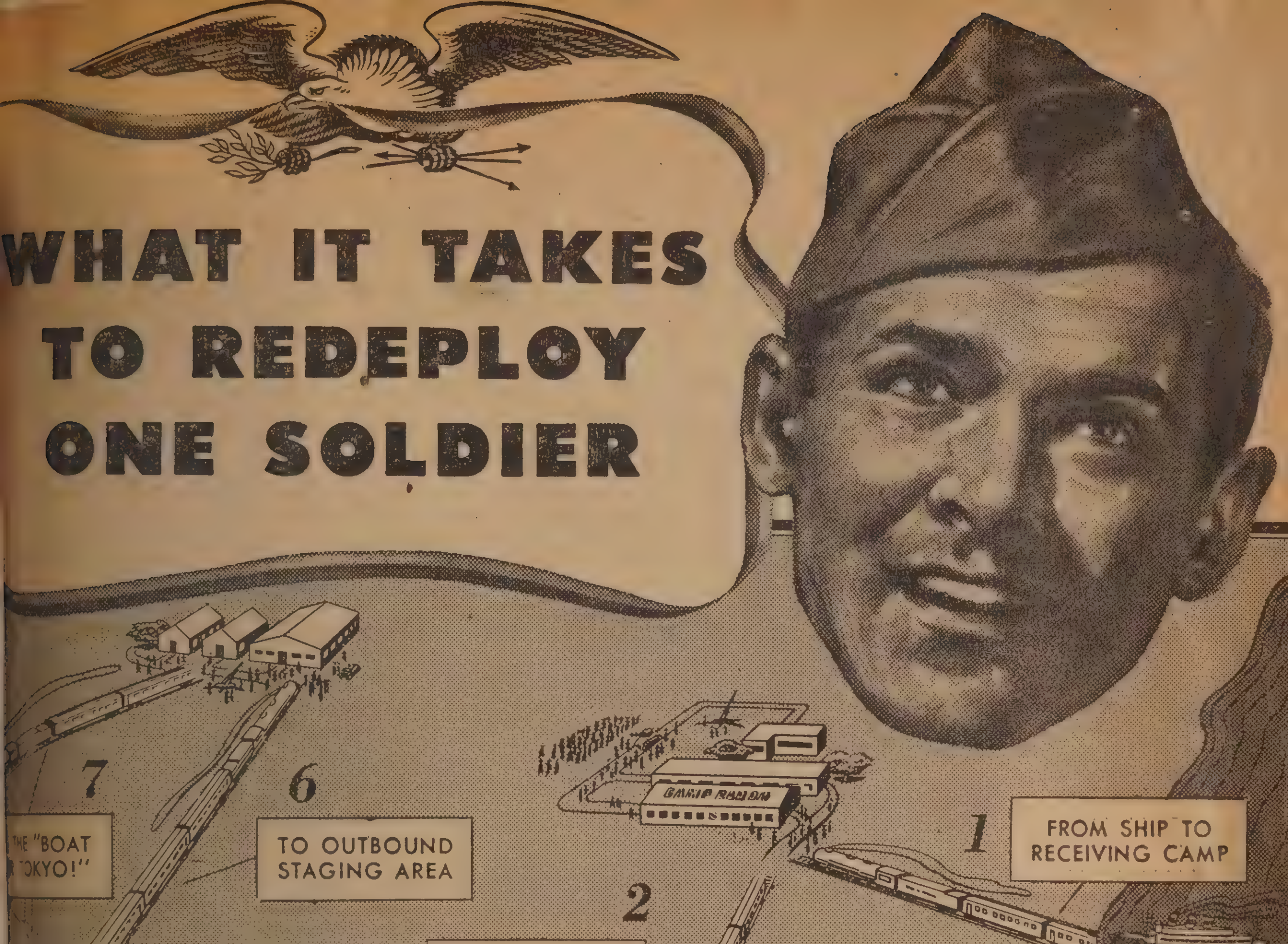
William H. Tracy, Boston weather bureau forecaster, said warmer weather was in sight for New England tomorrow. He wasn't ready to predict that this section would be hit by the Midwestern heat wave.

Monday, July 23, 1945

Peter left today for California - his furlough being over. Breakfast - orange juice - corn flakes - fried eggs & Bacon - Baked Beans. Toast Iced Coffee. A pile of "Esquires" and "New Yorkers" for Red Cross - also the Monday-morning suit case. With Peter driving the car, Frances & Joan Sheldon along; first to Harvard Square, to Claus Gellotte where Peter turned in his rented camera. Then to Red Cross, then to the Office - Peter went on to the South Station to inquire about his railroad tickets - Came back to the Office and I gave him the money. Work all morning, out at 12.20 with Everett Lane to the Cafe Rouge in the Hotel Statler - Cherrystone Clams. Tomato and Lettuce Sandwich - Iced Tea Fresh Fruit Compote, to the South Station, to see Peter off on the 2.15 train for Chicago. John and Joan Sheldon also in. After that I walked up to Jordans and left 6 rolls of film to be developed and 9 films to be enlarged for Nicholas Photo Book. Back to the office - Work to 4.45. In Chester Snow's car to Belmont

Mrs. Snow and Geo. Henry along -
a Beautiful afternoon - so sat
out on the West lawn before dinner -
In at 6.45 - Roast Chicken and
so to bed - read briefly - but was
asleep before 8.30 +

WHAT IT TAKES TO REDEPLOY ONE SOLDIER


1
FROM SHIP TO RECEIVING CAMP
2
THEN TO CAMP NEAR HOME
3
HOME ON THIRTY DAYS FURLOUGH
4
TO REDISTRIBUTION CENTER
5
TO RETRAINING CAMP FOR PACIFIC
6
TO OUTBOUND STAGING AREA
7
THE "BOAT
TOKYO!"

The Boston Globe
BOSTON 7 MASS.

July 23, 1945

Dear Mr. Benton:

Thank you very much for your letter of the 20th.

It was a great pleasure working with you and your committee.

Hoping that all your efforts, and whatever we may have contributed to the project, will mean a great deal to Boston's future,

Yours very truly,

Davis Taylor

Jay R. Benton, Chairman
Greater Boston Development Committee
80 Federal St.
Boston 10, Mass.

MORNING AND SUNDAY
THE BOSTON HERALD
BY THE BOSTON HERALD TRAVELER CORPORATION

EVENING
Boston Traveler
IN THE COMMONWEALTH OF MASSACHUSETTS

July 24, 1945

Jay R. Benton, Chairman
Greater Boston Development Committee
80 Federal Street, Boston 10, Mass.

Dear Mr. Benton:

Thank you for your mighty good letter. Please let us know any time when we can help.

With best wishes

Sincerely

Bill

W. G. Gavin.

G.M

MORTIMER R. PROCTOR
GOVERNOR

STATE OF VERMONT
EXECUTIVE DEPARTMENT
MONTPELIER

July 23, 1945

Mr. Jay R. Benton
160 Congress Street
Boston 10, Mass.

Dear Mr. Benton:

I have your letter of July 13 and very much appreciate your invitation to the Lancaster Fair on Labor Day.

Here is the situation. I am expecting to be back from a vacation about that Sunday, September 2. There is a possibility that my return may be delayed a couple of days. If I am here, I would be delighted to go up there, but would have no time to get up any speech if that should be among your plans. Of course, I would be glad to bring a greeting from the State of Vermont--something like two or three minutes, perhaps.

If something like that is agreeable, I shall endeavor to be with you provided, of course, my vacation doesn't go over a day or two.

Sincerely yours,

Mortimer R. Proctor

Governor

mrp.el

July 24, 1945

Hon. Mortimer R. Proctor
Governor of Vermont
State Capitol
Montpelier, Vermont

Dear Governor:

All you will have to do at the Lancaster Fair is to extend the greetings of Vermont. As this Fair is run by the Coos and Essex Agricultural Society, it is headed in part by leading citizens of your Essex County, and I know the people of all its towns will be greatly disappointed if you do not appear before them this year.

With best regards.

Sincerely yours,

Jay R. Benton

160 Congress Street
Boston 10, Mass.

JRB:BCC

MASSACHUSETTS CONSISTORY
S.·.P.·.R.·.S.·. 32° OF BOSTON
ANCIENT ACCEPTED SCOTTISH RITE N. M. J., U. S. A.
BOSTON, MASSACHUSETTS

THROP J. CUSHING, 32°
COMMANDER-IN-CHIEF
GHAM, MASSACHUSETTS
LEPHONE, HINGHAM 0841

July 23. 1945.

Mr. Jay R. Benton, President
Boston Mutual Life Insurance Co.

Dear Jay:

Many congratulations on your "ad" in the July 21 issue of the Banker and Tradesman. It was very appealing, particu
to me as a country villager.

Best wishes.

Winthrop Cushing

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
M. R. TAPPIN, SUPT.
246 NORTH STREET
PITTSFIELD, MASS.

July 23, 1945

Mr. Jay R. Benton
President

Dear Sir:

I want to thank you for our Company advertisement which appeared in the Berkshire Eagle of Pittsfield and the Berkshire Courier of Gt. Barrington. I think it was the best one yet, and we have had many favorable comments about it.

Very truly yours,

M. R. Tappin
Superintendent

MRT:C

HEMENWAY & BARNES

TELEPHONE CAPITOL 0067

COUNSELORS AT LAW

ALFRED HEMENWAY (1863-1927)
CHARLES B. BARNES
ARTHUR G. MITTON
PHILIP B. BUZZELL
CHARLES B. BARNES, JR.

ROSE ROBERTS

331-338 TREMONT BUILDING
73 TREMONT STREET
BOSTON 8, MASSACHUSETTS

July 21, 1945

Jay R. Benton, Esq.
Boston Mutual Life Insurance Company
160 Congress Street
Boston 10, Massachusetts

Dear Jay:

Please tell Cabot Lodge that I am terribly disappointed I can't be at lunch next Tuesday as I shall be at State Guard Camp at Framingham throughout the week, but hope to see him later.

Yours sincerely,

Charles B. Barnes RR

Signed in Mr.Barnes' absence.

July 24, 1945

on. Earle E. Stevens
ildhall, Vermont

ar Earle:

As we are coming up on our vacation on August 5th, kindly hold mail and parcel post ckages for my arrival.

I was glad to receive the copy of the Burlington Free Press containing the announce-nt of Dorothy's engagement -- all were glad to see the article at the house, and it is w on its way to Peter at his Marine Base.

Sincerely yours,

Jay R. Benton

B:BCC

The Boston Post
Established 1831
The Independent Democratic
Paper of New England

(Issued daily by Post Publishing Co.)
JULY 24, 1945. NO. 20; VOL. 706

THANKS POST

To the Editor of the Post:

Sir—In behalf of the Greater Boston Development Committee may I thank you and the members of the Post staff and organization for your fine co-operation on keeping the public posted on the Port Authority Bill just enacted.

Without the exceptional service which was rendered by the Post and other Boston newspapers in public information and editorial support and encouragement, it is doubtful whether the community could have been successfully aroused to action on the Port Development program.

Since this program is so vital to the welfare of everyone in the community I am sure that I reflect the thoughts of a great many people in saying, "Thank you—and congratulations for a job well done." JAY R. BENTON.

Field bears the name of William Wrigley the famous gum manufacturing company. It is the home of the Cubs, Chicago's National League Baseball Club.

CHICAGO
JUL 24
7:30 PM
1945
ILL.

Dear Mom and Dad,

Arrived in Chicago this morning. Leave for L.A. tonight. I'll be in California on Friday morning. It's very warm here and smoky, too. Not as nice a looking city as Boston. Passed the White Sox field on the way in. I long for Fenway. Love,

Peter

THE UNION NEWS COMPANY

QUALITY VIEWS REG U S PAT. OFF MADE ONLY BY TICHNOR BROS., INC., BOSTON, MASS

UNITED STATES POSTAGE
1 CENT 1

POST CARD

Mr. and Mrs. J.R. Benton
3 Pequossette Rd.
Belmont,
Massachusetts

Wrigley Field, Chicago, Illinois 61

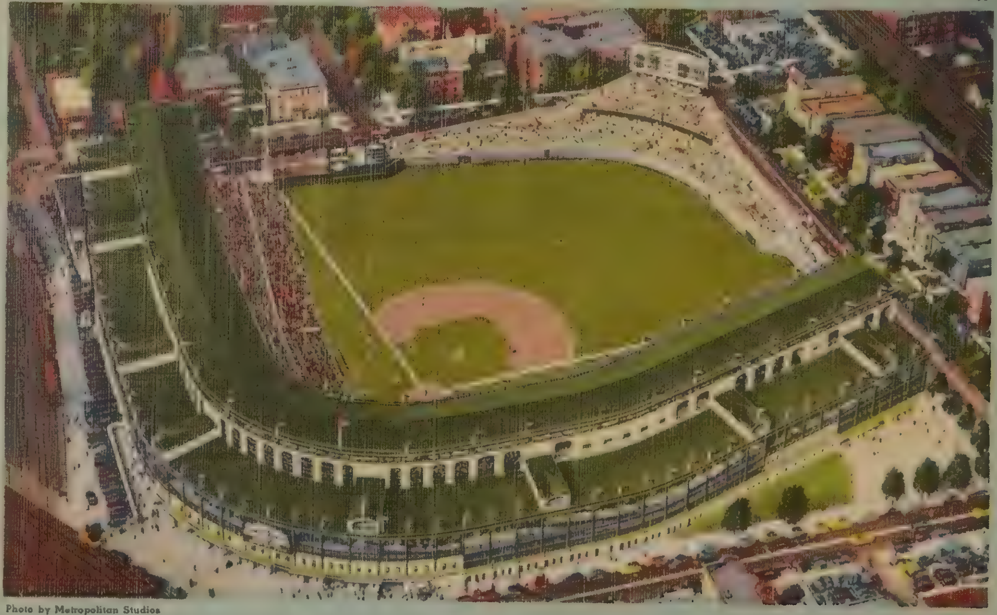


Photo by Metropolitan Studios

65902

Another Nice Day Is the Forecast

Today's weather will be tolerable—clement and seasonable with a diminishing amount of cloudiness in the morning but with the official forecaster promising a fair and sunny afternoon. In brief, a repetition of yesterday's weather with the highest temperature ranging around the 75 degree mark.

Tuesday, July 24, 1945

Up at the regular time. Breakfast - orange juice - corn flakes - scrambled eggs with tomato - toast - iced coffee - stayed home for a while - cleaned up the yard - the cellar - and the attic - John helped me. Muggy - so I perspired freely - then a shave - a shower and dressed - took gray flannel suit up to Isenstein's - the Sunday "Times" to Mother - to Batson's for the morning papers - the electric to town - arrived at the office at 11.45 - took care of the morning mail: at 12.45 - to the Parker House - the Knockers Club - Cabot Lodge back from overseas so quite a gang turned out — Tom White, Bayard Tuckerman, Gaspar Bacon, Gerry Henderson, Jarvis Hunt, Senator Olson of Ashland, George Barnes, Roy Williams, Jim Brown, Rutherford Smith,

Had Cold Boiled Chicken Lobster, Mayonnaise, Sliced Tomatoes, Roll, Cottage Cheese, Iced Coffee. Chocolate Ice Cream. Back to the Office. At 3 with Lane & Skinner to the Bank - Took in a raft of Government Bonds - put them in our safety deposit Boxes. Back to the office - Everett Lane left at

4.15, not to be back to the office until next Tuesday. I told him he should take a few days off - before I go on my vacation. Left at 4.45 and rode home with Moody. Front Porch. Helped put in the barrels - the town certainly took away a lot of stuff, cultch, and debris today. Dinner. Chicken Soup - Polish Sausage Ring and good. Mashed Potato. New CaBBage - Condiments - PoPovers - Butter milk - Peach Shortcake, which was good and cold.

to Bed. Had a nose bleed that was some trouble for a short while - Back to Bed and to sleep all night through.

Lancaster Fair Patrons Assured Good Music

Organized bands are a scarcity in this immediate vicinity, but the Fair Assocation has been fortunate and made a ten strike in securing the services of the St. Johnsbury Band for the three days of the Fair over the Labor Day week end. This organization made its appearance here in 1942 and proved very satisfactory. It is a band of talented musicians, not only able to present stirring music for the patrons, but also play the necessary arrangements for the vaudeville acts.

From "Down East" will be seen and heard again those long-time favorites, The Katahdin Mountaineers, a jovial, rollicking quartet of musicians, singing and playing in their own inimitable way. They are not only able to present their own part of the program, but when requested are willing to fill in if the program ever lags.

The sound amplifying system has become an important part of the program, and the Royal Amusement Company of Auburn, Me., who furnished equipment last year, will again have their apparatus on hand. This company is retained by many of the Maine and New Hampshire Fairs and has modern equipment housed in a special sound truck. It takes many independent circuits to cover the various events, and the radio engineer in charge is an expert in this line.

One of the most interesting events of the Fair program is the Milkmaid's Contest. This is staged on Sunday night, Sept. 2, as part of the evening features. Hon. J. R. Benton of Boston and Guildhall, sponsors this event with liberal cash prizes of $10.00, $8.00, $6.00, $4.00 and $2.00. As an extra prize the Association will give an additional sum of $5.00 to each Milkmaid who milks a cow satisfactorily to the Judges. There may be no more than 10 contestants, so make your entry early. Last year's winner was Mrs. Yvette Morin of Lancaster.

The Horseshoe Pitching Contest, also sponsored by Mr. Benton, is held in front of the Grandstand on Sunday afternoon, and furnishes plenty of entertainment. The first prize is $10.00 and the second, $5.00.

An added event this year, to be held on Saturday afternoon, Sept. 1, is a Potato Digging Contest. In prepared ground potatoes will be buried and covered. Digging, picking and basketing a row containing a bushel of potatoes in the shortest length of time will be each contestant's aim. Ten cash prizes are offered ranging from $10 for a first prize to $1.00 for the last or 10th prize. The event is limited to 10 contestants, any person being eligible. Spectators will learn how or how not to use a hoe.

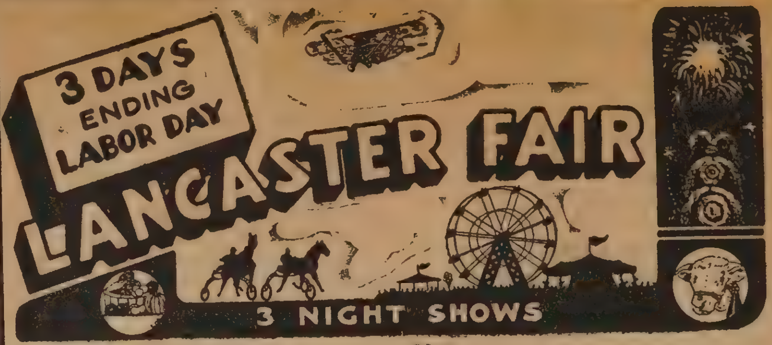
The Association has always been willing to grant a prize for any worthy handmade mechanical article. A definite Department M, of special interest to schools and scholars, appears this year in the premium book under heading of Mechanical Arts.

A flat prize of $25.00 will be given to any school in Coos, Carroll and Grafton Counties making a presentable exhibit. In addition the following school prizes will be awarded, in order: $40.00, $25.00 and $15.00.

Individual awards will be graded by the A, B, and C method. Articles will be divided into three groups according to size, value, and workmanship.

Group I Articles—All A winners will receive $10.00, B winners, $8.00; C winner, $6.00; Group II Articles—A winners, $6.00; B winners, $4.00; C winners, $3.00; Group III Articles—A winners, $3.00; B winners, $2.00; C winners, $1.00.

The Society certainly makes a step in the right direction when it encourages such competition. The liberality of the prizes offered will no doubt foster a display of articles of skill and merit. For further information regarding this department, write to Carroll Stoughton, Clerk, Lancaster, N. H.


3 DAYS
ENDING
LABOR DAY
LANCASTER FAIR
3 NIGHT SHOWS

A Big Fair

PLENTY TO DO - MUCH TO SEE EVERY MINUTE

Night Shows
A Full Midway
Band Concerts
Baseball Games
Milkmaid Contest
Horseshoe Pitching
Stage and Aerial Acts
Horse Pulling Contests
Potato Digging Contest
Horse Races and Shows

Other Attractions Announced Later

Exhibition Halls - Poultry Show
Cattle and Swine - Fruits and Vegetables
MAPLE SUGAR DISPLAY

A Show Within A Show

4-H Club Exhibits

Wednesday, July 25, 1945
Up at the regular time - orange juice
Oatmeal. Creamed Chicken on toast
Iced Coffee. The suit case - took in the
Ship's Clock to send to Guildhall -
2 old flags to be taken care of at
the home office - the June Diary to be
wrapped up - to the Square with France
into Simpson's - but to Cartier clock not
ready - Subway and to the office.
Now doing both Mansfield's + Lane's
work. Out to lunch, seul, at 12.20. To the
Bank - to Pieroni's on Washington St. Had
Lobster Salad Plate - Roll - Cottage cheese -
Iced Coffee - Cantaloupe. to Jordan's -
Bought a panel scrim curtain for the
Bedroom door at the cottage. Looked over
Colored Bottles + Vases - Left films - procured
a lot of prints - to White's bought six
Moth Packs. to Filene's - ordered an oversea
Box of goods for Nicholas. Back to the
Office. Real Estate - Out to Spalding
Moss - Left Jim's picture for Photostat for
Nicholas. Back - to Ullmann's to look
at Colored Bottles + buy a Birthday
card - Left office at 4.45 with
Mooday - quite muggy again -

Home at 5.20 - Front Porch -
Dinner out there - Jellied Consomme.
Broiled Scrod. Potato. Summer Squash.
mixed green salad. Blueberry shortcake.

July 26, 1945

Dearest Mom & Dad B.,

More pictures for you — aren't the ones of Leslie super? In case you want extra prints, Mother and Dad have the negatives.

Leslie does fine on the cereal now. In a week or so I'm going to try vegetables. This morning she weighed 14 lb. 5 oz.

Mom, we all loved your

letter to "Punkin" so much. Of course, I read it to her and she laughed and smiled.

Dave and I went out last evening (the second time since we've been here). The Smithers minded Leslie for us. On Sunday we're having a big party for all the boys in Dave's class and their wives. It should be fun and we're looking forward to having a gang here. This house is so perfect for entertaining.

Lots of love to you
from Jeanne, Dave, & Lee.

LESLIE 4 Months OLD!

July 26, 1945

New England News Co.
30 Garrison Street
Boston, Massachusetts

ATTENTION: Miss Louise R. Weiscopf

Dear Miss Weiscopf:

Kindly find enclosed my check for $6.50 for the following books:

"TRY AND STOP ME" by Bennett Cerf
"THE WORLD, THE FLESH AND FATHER SMITH" by Bruce Marshall
"DESERT ISLAND DECAMERON" by H. Allen Smith
"IT'S A FREE COUNTRY" by Ben Ames Williams

Mail them to:

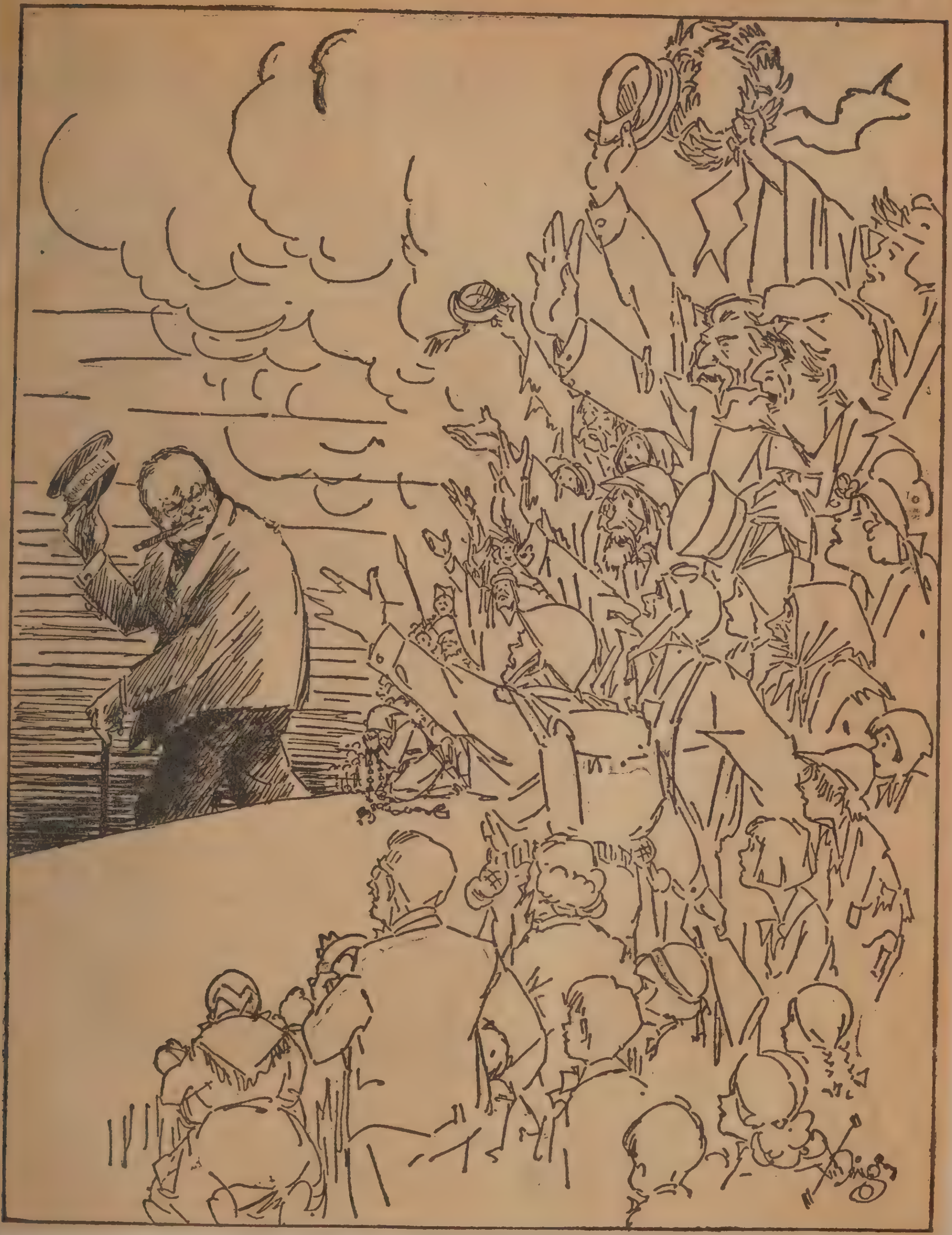
Jay R. Benton
Guildhall, Vermont.

Yours very truly,

Jay R. Benton

JRB:BCC
Enclosure

Thanks for the Memories


CHURCHILL
Ding

LONDON, July 27.—Prime Minister Winston Churchill and his Conservative Government were swept from office in one of the greatest routs in British political history. Maj. Clement Attlee succeeded as Premier of a Labor cabinet with a safe majority of approximately 125 seats in the House of Commons.

Relief in Sight

The Summer's longest and most persistent spell of hot, sticky weather is getting in its "last licks" today as the Weather Bureau promises less humid and more comfortable conditions for tomorrow.

Thursday, July 26, 1945

The muggy weather continues – Up at the regular time – Breakfast on the Porch – orange juice – corn flakes – Minced Roast Beef – Worcestershire – on Toast – Iced Coffee – To the Square with Frances. Subway and the walk to the office + Work – Getting ready to go to Guildhall + At 12.30 to the Parker House Room 116. Lunch with Alden Brett, Harold Hodgkinson & Fred Church – laying plans for the next moves by the Boston Committee. Had Cherrystone Clams & Jellied Essence of Tomato – Roll – Cottage Cheese. Iced Coffee – Back to the office. Work. Ordinary applications – cash surrenders + At 3.30 to Jordan Marsh to leave films – office + Work – Hot. Left at 4.45 with Moody & Leary – Home. Front Porch. Mary & Jim there but they left shortly for Cambridge + Girls out – Frances cooking. Beef & Chicken Soup – Cold Roast Chicken – Cold Dressing – Potato Salad. Tomato & Lettuce Salad – Milk. Custard + Sliced Oranges – Upstairs at 7.15 + The mosquitoes were Pestiferous all night.

AUGUST 3, 1914

The lamps are going out all over Europe; we shall not see them lit again in our lifetime.

—SIR EDWARD GREY

FEBRUARY 27, 1945

Lights burn brighter and shine more broadly than before. Let us walk forward together.

—WINSTON CHURCHILL

Friday, July 27, 1945

This was a grand day weatherwise - just about perfect - I had my breakfast on the front porch - orange juice Oatmeal - Fried eggs & Bacon - Toast - Iced coffee - Louis, the gardener, on the job - down in the jungle whisking out weeds like all get out. The Suit Case. To the Square with Frances. The Office - Considerable work - out at 12.10 - to Rosoff's on Summer St. for lunch. Bologna fried in eggs - Spinach. Roll - Cottage Cheese - Iced Coffee. ~~Ca~~ Vanilla Ice Cream. to Liggett's for medicine for vacation time - To Jordan - Bought 5 Pair of White Hose - also looking for sneakers and slacks. to S.S. Pierce's to get circulars - to Iver Johnson's - 2 Boxes of Flash bulbs and a 130 film. to Raymond's - Bought a Mexican twist vase and a light rose pink pitcher these for the Cabinet at Guildhall - Back to the office - out again at 2.50 to Jordan's. picked up a lot of prints but Nicholas enlargements not ready to Bromfield St. for a Birthday card for Mother. To Dennison's - Bought -

July 27, 1945

Railway Express Agency
B. & M. Railroad Station
Waltham 54, Massachusetts

Gentlemen:

Kindly call at my house -- 3 Pequossette Road, Belmont -- Monday, July 30th, to pick up two trunks to be shipped collect to:

Jay R. Benton
Northumberland, N. H.

Yours truly,

Jay R. Benton

JRB:BCC

Boston Urged as Headquarters Of United Nations Conference

Boston might become the "Geneva of the New World" if plans disclosed today by Mayor Kerrigan to establish the international headquarters of the United Nations Conference here materialize.

The Mayor announced that a group of prominent Boston citizens has accepted his invitation to serve on a committee which will work toward bringing the permanent headquarters to Boston.

The committee consists of Dr. Daniel L. Marsh, President of Boston University; Leonard Carmichael, President of Tufts College; the Very Rev. William J. Murphy, S. J., President of Boston College; J. R. Benton, Chairman of the Greater Boston Development Committee; William K. Jackson, President of the Boston Chamber of Commerce; Wilfred J. Doyle, City Clerk of the City of Boston; and Charles J. Fox, City Auditor.

Mayor Kerrigan emphasized that establishment of the permanent headquarters would mean the construction of millions of dollars worth of new buildings for the legations of the 60 nations. The Mayor further pointed out the increases in employment and business which would result from the establishment of the headquarters in Boston.

It was also disclosed by the Mayor that Representative John W. McCormack (D) of Boston, Majority Leader of the House, acting as liaison officer of the committee, has presented the city's invitation to the United Nations' Conference. Alger Hiss, Secretary of the Conference, has indicated that the Boston invitation would be placed before the proper committee when it is organized to act upon the subject.

THE NEW YORK TIMES, SATURDAY, JULY 28, 19

BOSTON, MISSOURI SEEK PARLEY SITE

Both Are Suggesting That They Have the United Nations Headquarters

Special to THE NEW YORK TIMES.

BOSTON, July 27—Boston has asked the United Nations Conference on International Organization to make this city its headquarters, Mayor Kerrigan disclosed today.

The Mayor said Representative John W. McCormack, House Maority Leader, had put the bid before Alger Hiss, secretary of the conference.

The members of a committee chosen to conduct future negotiations are Dr. Daniel A. Marsh, president of Boston University; Dr. Leonard Carmichael, president of Tufts College; the Very Rev. William J. Murphy, president of Boston College; William J. Jackson, president of the Boston Chamber of Commerce; Jay R. Benton, president of the Greater Boston Development Committee; Wilfred J. Doyle, city clerk, and Charles J. Fox, City Auditor.

WASHINGTON, July 27 (AP)—Location of the headquarters in Jackson County, Mo., was proposed today by Senator Thomas, Democrat, Utah. Mr. Thomas said the site should be as close to the center of the country as possible "so that the delegates from other natins would see at least half the United States in journeying to headquarters."

Noting the Jackson County is President Truman's home county, he observed that it would be fitting to name the headquarters in the President's honor.

Senator Thomas, chairman of the Military Affairs Committee, said the site should cover five or ten acres, close enough to Kansas City to afford ample hotel accommodations, with appropriate buildings to be constructed for the new organization.

WASHINGTON, July 27 (U.P.)—San Francisco may be named the permanent home of the new world security organization, according to a high diplomatic source. It was said that three of the big five powers, Russia, China and France, had indicated a desire to see headquarters established in this country and they specifically favored San Francisco.

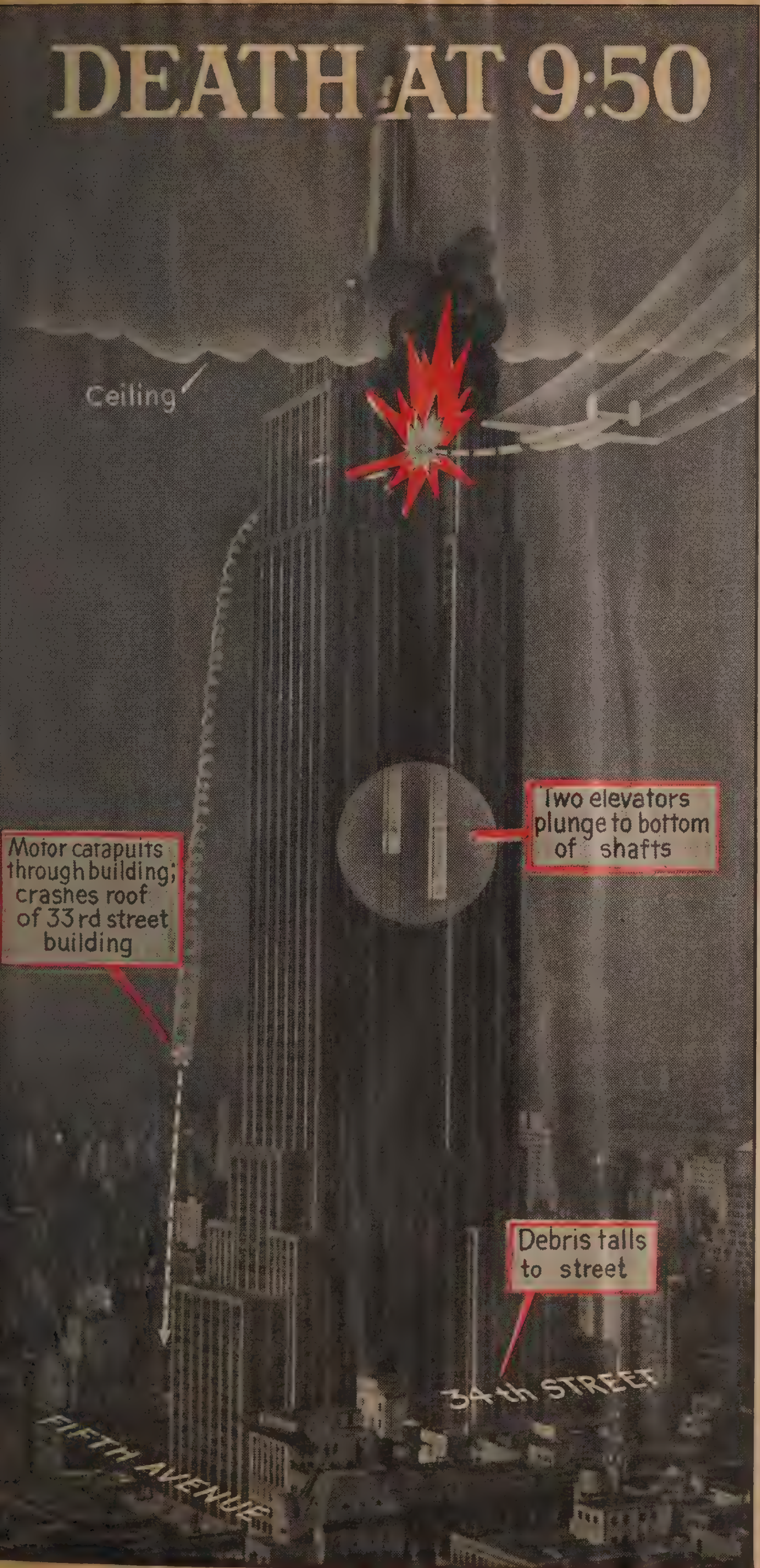
a Washing for antique vase (light Blue) and a violin vase (light green), to Spalding. Moss - procured Photostat of Jim for Nicholas Photo Book - Back to the office - left at 4.45 - out to Belmont with Moody and Leary - a stop at Griffin's - Moody starts on his vacation - Front Porch - Black Bean Soup. Broiled Swordfish Baked new Potatoes Cucumbers. Escalloped Tomatoes - Melon Balls and Peaches.

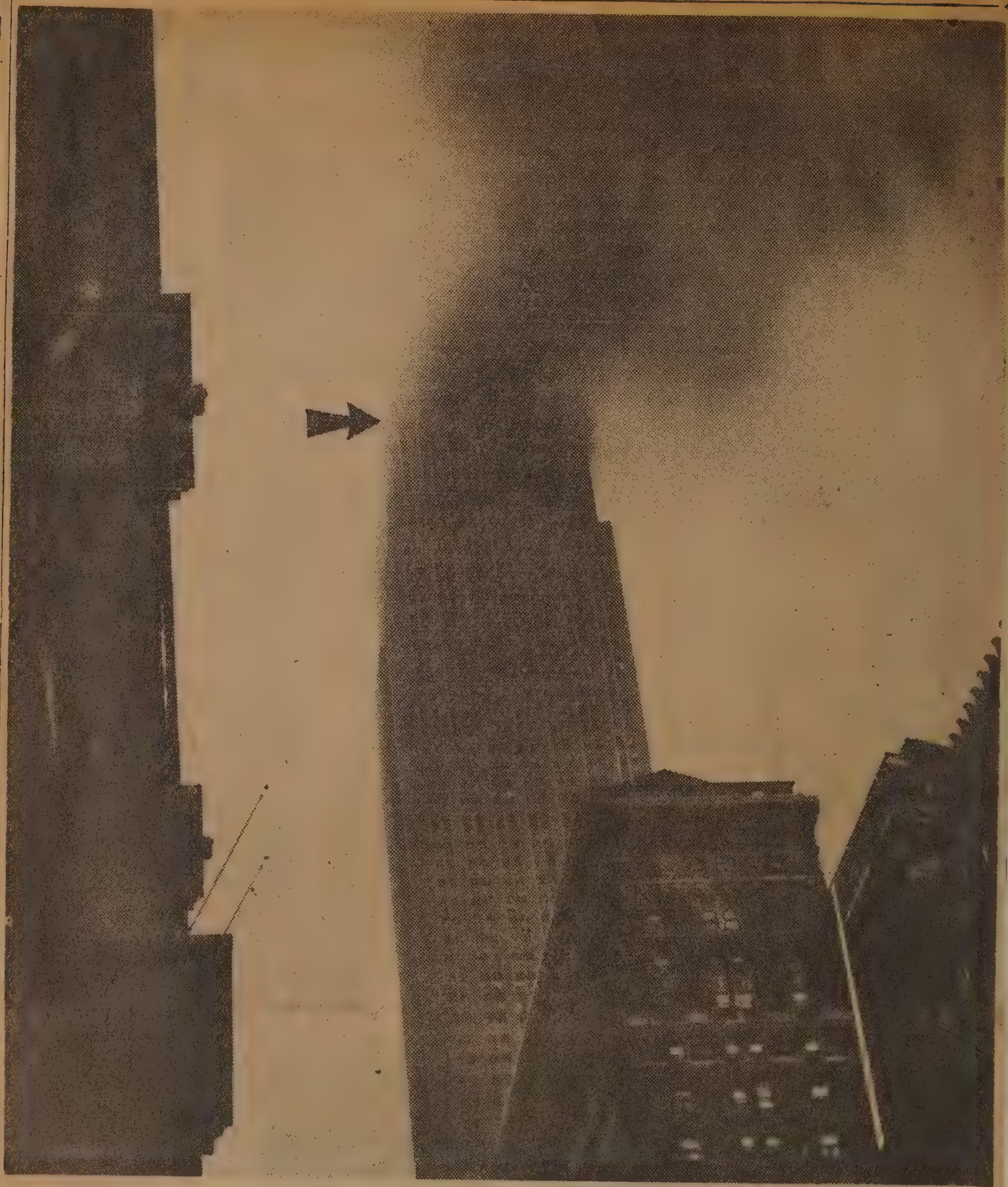
NEW YORK, July 28—The nightmare New York had escaped throughout the war struck home today. An Army Mitchell B-25 bomber, groping through low-lying fog, hurtled into the 102-story Empire State Building at 9:46 a. m., smashed through seven walls and then hurled itself across 33d st. to crash atop a 12-story building, leaving explosions, fire and shattered and charred human flesh in its wake.

Saturday: July 28th 1945

Frances down for a snuggle — Cool today — Breakfast upstairs. Orange juice — corn flakes — dropped egg on toast — Iced Coffee. Downstairs at 9.30 as tomorrow is Paper Salvage Day — John & I down cellar — arranging pile after pile of newspapers — also cardboard & paper bags & putting them out at the curb — When Frances came back from shopping John and I went on. first stop for Belmont "Heralds" — then to the square — to Roger Kents — to leave my new pants to be let out — but the place closed. to the Greeks for papers. to the P.O. to send Ronald Rogers' Air Mail letter to Nicholas. to Sage's for 2 dozen English Muffins — a dozen Bulkie rolls and a loaf of dark Rye. to Curtis Drug store — for "Citizens" — first word of the crash of the Bomber into the Empire State Building. Home. Down cellar — clearing out Big Box of old pamphlets — General Manuals — etc for the Salvage Drive. Lunch. Onion Soup. Rye Bread with Melted Cheese. Tomato & Lettuce Salad. Mayonnaise. Blueberries

DEATH AT 9:50

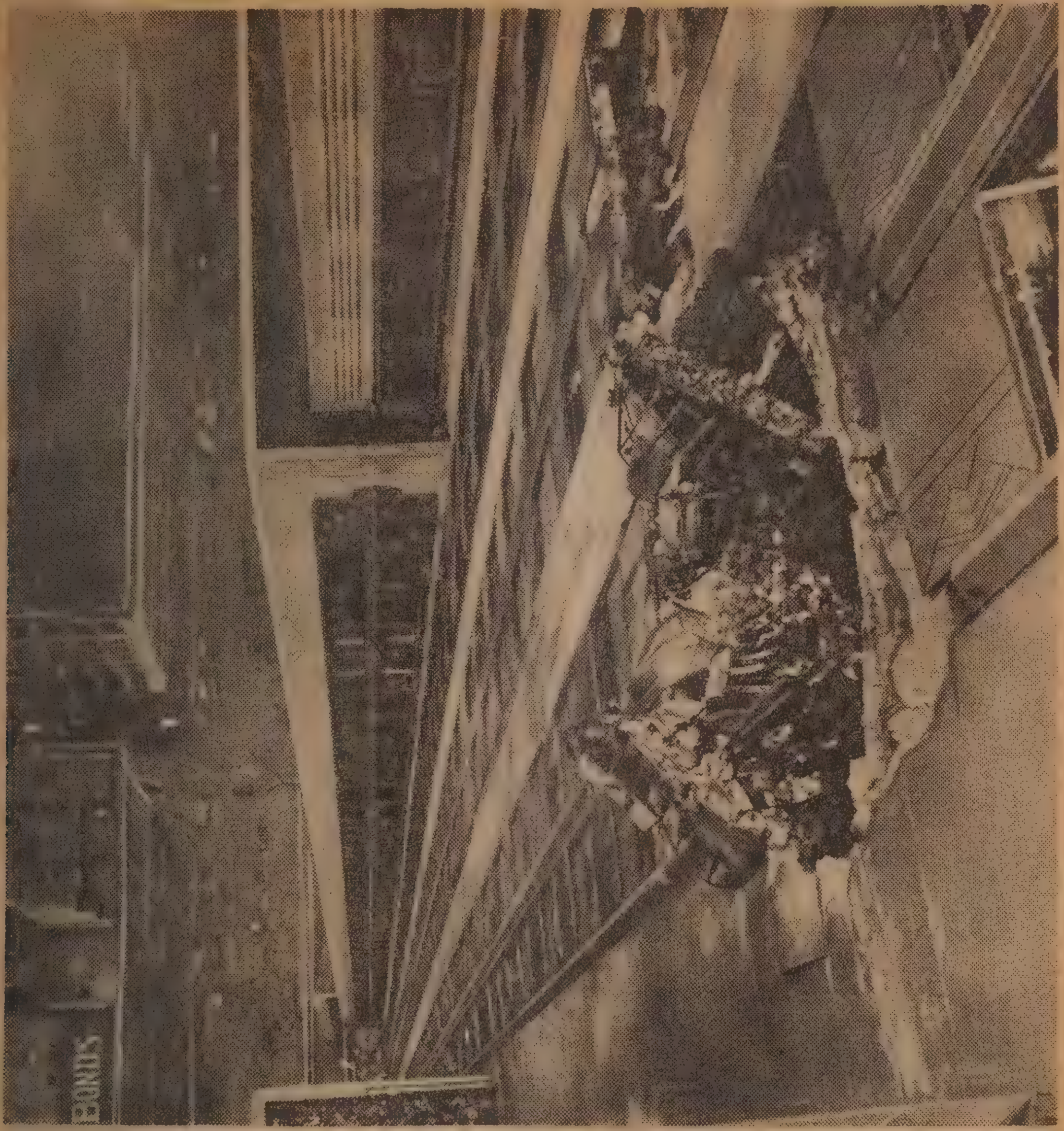

Ceiling
Motor carapuits through building; crashes roof of 33rd street building
Two elevators plunge to bottom of shafts
Debris talls to street
34th STREET
FIFTH AVENUE



Herald Tribune—Acme

WHERE ARMY BOMBER CRASHED—Smoke and fog shrouding topmost floors of 102-story Empire State Building as fire raged after Army B-25 bomber had crashed into north side of seventy-eighth and seventy-ninth floors (arrow). Picture looks east on Thirty-fourth Street. At right is the Hotel McAlpin

WHERE BOMBER CRASHED INTO EMPIRE STATE BUILDING

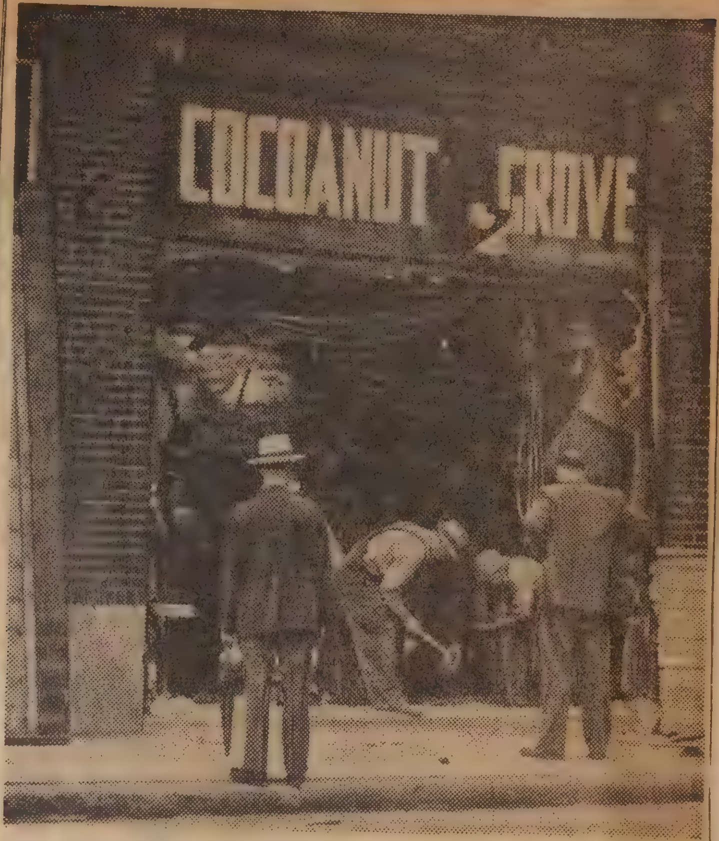


Hole torn between the seventy-eighth and seventy-ninth floors The New York Times

OBSERVATION TOWER ATOP EMPIRE STATE BUILDING REOPENED

The first visitors since Saturday's accident taking in the sights yesterday The New York Times

Cocoanut Grove Goes



SCENE OF THE TRAGIC flash fire that claimed almost 500 lives on Nov. 28, 1942, the former night club, Cocoanut Grove, is being remodelled into a garage for a film transfer company. The structure was formerly a garage until made into an amusement spot. Workmen started cleaning out the fire-charred furnishings and debris yesterday. International News Photo

JULY 28, 1945

July 28, 1945

Dear Mom and Dad,

I'm back on the base safe and sound. I arrived last evening at about seven o'clock. Four pieces of your mail were waiting for me and they made me feel a lot better. This afternoon all is pretty much under control and I will do my best to write a good letter about my return trip to the west.

After we caught the last glimpses of each other at the station, the

train headed up
through Watertown
on the other side
of the river. I'd never
travelled by train
on that route so
it was interesting
to go around Fenway
park and Braves
field on the train.
Our car was air-con-
ditioned so it was
pleasant all the way
to Chicago. I sat
with three men who
were nice to me. I
ate their tuna-fish
andwiches and peanut
utter - marshmallow
crackers. We didn't do
a great deal of talking

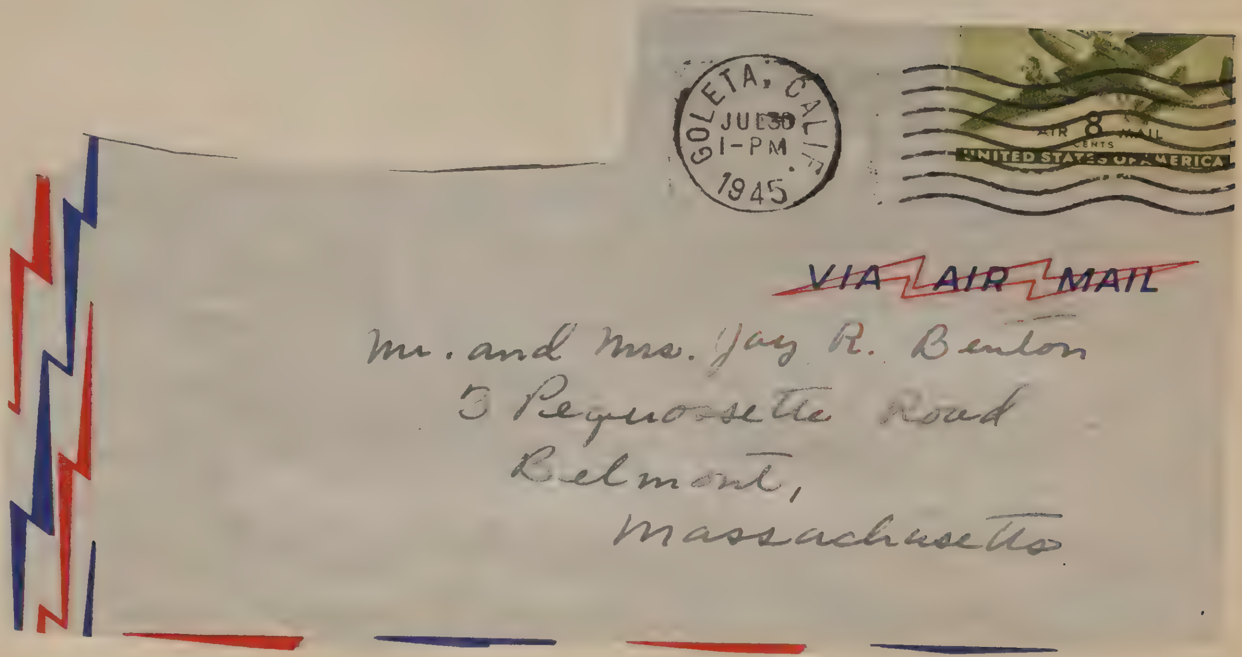
but I didn't feel much like it anyway.

I dozed quite frequently so I didn't take much stock in the route. The next thing I knew that we were in Chicago. It was 102 there at ten in the morning so I wasn't too pleased with the atmosphere. It's a dirty city.

The people at the station told me that the first train to Los Angeles wouldn't leave until 8:30 that night so I was in for a hot day. I spent those twelve hours doing

various things. I wrote to Joan and later in the day I had a hair-cut, shave, shampoo so that made me feel a lot better physically. I bought a paper, drank a million cokes and train time finally rolled around.

The train to the west was pretty good. I got an air-conditioned car and we were off. Had to change cars at Cheyenne, Wyoming - It's a nice looking State capitol. The train split shortly after that. One part went to Portland, Ore. and we continued



GOLETA, CALIF.
JUL 30
1-PM
1945

AIR 8 CENTS MAIL
UNITED STATES OF AMERICA

VIA AIR MAIL

Mr. and Mrs. Jay R. Benton
5 Pequossette Road
Belmont,
Massachusetts

on to Los Angeles. I began eating in the train and meals were pretty good. Breakfast was fifty cents while dinners were seventy-five. Butter was served regularly and the only shortage noticible was sugar. That was kept strictly on dining car tables. If you wanted coffee in your seat it was without sugar.

I guess in that middle route was better than the southern but I knew what to expect so the excitement of coming across the country

was a lot nicer than
my first trip out
here. As soon as we
crossed the California
line that ever-present
mist hit me smack
in the face. It is so
empty and barren
in comparison with
the east.

The train
pulled into Los
Angeles at 12:30 so
I rushed over to
the nearest barber
for a shave. I had
a three day beard
and I imagine it
looked poorly. Got
the old shoes shined,
uniform pressed, changed
whites and proceeded

to the Greyhound Bus Terminal. Caught a bus right out to Santa Barbara and arrived on the base at seven o'clock. I turned in my leave paper and I ran into a few pals. We gassed for a while and then I got down to a little work. Had to move my locker and bed to a new barracks. Made my bed for close to the 900th time since I've been in the Marine Corps. After both feet resembled that of being on the ground, took off for ye old shower with

mothers Christmas soap
and had a fine swim.
Even found out I wasn't
too constipated after
five days of riding.
I turned in the
dark and said my
few prayers and fell
away to dreamland.

This morning
I rose at seven so
I missed out on breakfast. Came to work
and we talked and
talked. Our planes are
gone so there is not
much work around
about the shop.

For lunch we
had hamburg so
I was starved, not
having had a great
deal to eat since

last Sunday. I wanted
to eat a lot but I
couldn't adjust myself
to this food at the
first meal so I'll
have to wait a couple
of days before I'm
under full steam once
again. Picked up 2
bundles of laundry
after lunch and put
it all away. Tonight
I'll straighten it all
out so I'll attain
a fair appearance
once again.

I have John's
letter and you know
how good he makes
me feel with his
letters. I'll answer
him right away.
Don't forget to send

me a set of prints taken on my birthday and that steak party at Mrs. Jameson. We must have taken about seventy shots so it'll be grand to have those in a few weeks.

I have Cpl. of the guard on Sun. Prints so send all my khaki soon as you can. It is not imperative and there is no immediate rush.

Thanking you again Mom and Dad - it was a very wonderful three weeks. If I could have stayed for good it would have been the best I'd ever seen. I'll write in a bit.

Love
Peter

and cream - Rested all afternoon -
At 5.30 Frances, John, and I over to
the Rogers - sat out in their Back
Garden for a while by the Brick
Garden wall - then inside for
dinner - cold sliced Eastern
Salmon. Mary and Jim came up
later in the evening: Home at
10 o'clock +

Predict Showers, Humidity for Hub

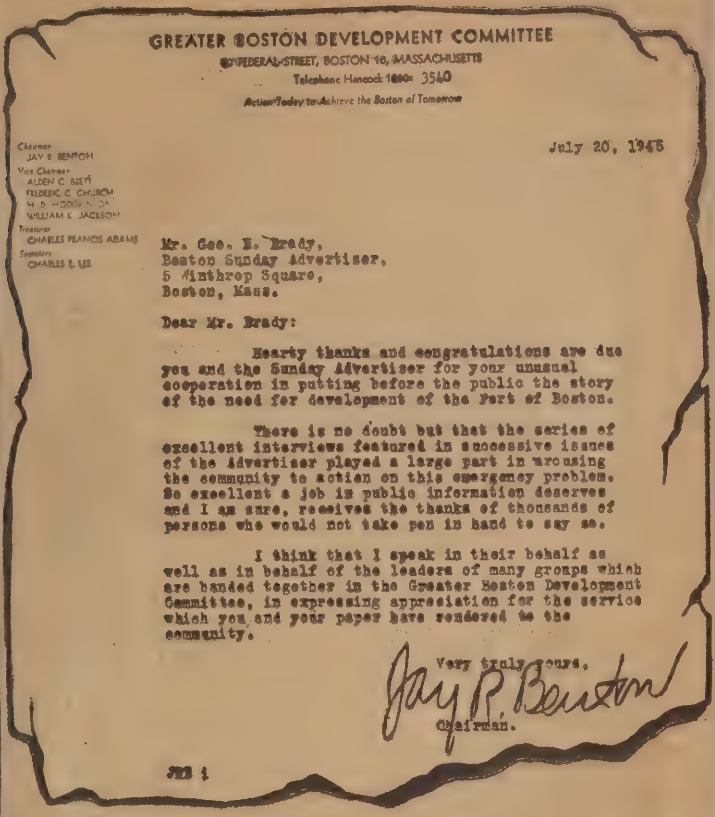
Warm and humid weather with afternoon showers was predicted for today in Boston and most of New England with considerable fog expected along the coast.

Sunday, July 29th 1945 x

Slept long and late - woke up at 6 and started reading. Been raining quite hard since around 2 o'clock. Breakfast upstairs at 8.30 - Orange juice - Corn flakes - Scrambled eggs + Bacon - Baked Beans - Ketchup. Toasted English Muffin - Iced coffee - Read the Sunday papers - Started testing at 10.30 and at it until noon. Then shaved and dressed - over to call on Mother at 11 Oak Avenue - at 12.50 came Frances + John in the car and with them to Pat + Louise's - a good time to 2.15 Then home - Mary + Jim to dinner

Rested all afternoon + at 6 started to pack my trunk - did about 3/4 of it. A snack supper. Roast Beef on a Bulkie Roll. Tomato + Lettuce salad. Milk. Custard + Blueberries - To Bed - Finished putting in the Port Bill clippings for my diary +

Praises Paper's Port Aid



GREATER BOSTON DEVELOPMENT COMMITTEE
80 FEDERAL STREET, BOSTON 10, MASSACHUSETTS
Telephone Hancock ~~1880~~ 3540
Action Today to Achieve the Boston of Tomorrow

Chairman
JAY R. BENTON
Vice Chairmen
ALDEN C. BRETT
FREDERIC C. CHURCH
H. D. HODGKINSON
WILLIAM K. JACKSON
Treasurer
CHARLES FRANCIS ADAMS
Secretary
CHARLES E. LEE

July 20, 1945

Mr. Geo. E. Brady,
Boston Sunday Advertiser,
5 Winthrop Square,
Boston, Mass.

Dear Mr. Brady:

Hearty thanks and congratulations are due you and the Sunday Advertiser for your unusual cooperation in putting before the public the story of the need for development of the Port of Boston.

There is no doubt but that the series of excellent interviews featured in successive issues of the Advertiser played a large part in arousing the community to action on this emergency problem. So excellent a job in public information deserves and I am sure, receives the thanks of thousands of persons who would not take pen in hand to say so.

I think that I speak in their behalf as well as in behalf of the leaders of many groups which are banded together in the Greater Boston Development Committee, in expressing appreciation for the service which you and your paper have rendered to the community.

Very truly yours,

Jay R. Benton

Chairman.

JRB:i

THE ABOVE letter has been received from Jay R. Benton, chairman of the Greater Boston Development Committee, giving high praise to the series of articles in the Boston Sunday Advertiser, which set forth the views of prominent leaders in behalf of the port expansion program.

PAPER COLLECTION this SUNDAY-JULY 29

☞ Have paper (newspapers, magazines, miscellaneous) at the curb by 7 a. m. Sunday. Tie papers in bundles or weight loose papers to keep them together.

☞ Local junkmen have volunteered to make the collection in this summer's drive. Cooperate with them.

☞ Paper is URGENTLY needed! Essential war supplies depend on you.

BELMONT SALVAGE COMMITTEE

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JULY 30-1945

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ARMY POSTAL SE[illegible]
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JULY 30-1945

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JUL
30
194

AIR 6 MAIL
UNITED STATES OF AMERICA

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Schober

July 30, 1945

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Gentlemen:

Kindly find enclosed my check for $__________ for one month's subscription TO START AUGUST 6TH NEXT and to be addressed to:

JAY R. BENTON
GUILDHALL, VERMONT.

Yours very truly,

Jay R. Benton

JRB:BCC

Enclosure

July 30, 1945

Mr. George Travers
B. & M. Station Agent
Northumberland, N. H.

Dear Sir:

As I am coming up for my vacation next Sunday, I have asked the railway express at Belmont, Mass., to call now for two trunks and ship them up to Northumberland. Kindly hold same for my arrival.

Yours very truly,

Jay R. Benton

JRB:BCC

July 30, 1945

Oakley News Company
5 Newton Street
Belmont 78, Mass.

Gentlemen:

I am going on my vacation, so do not deliver any more papers at my house until further notice.

However, leave a "New York Sunday Times" at 11 Oak Avenue, Belmont, for my mother, Mrs. Everett C. Benton, on August 5th, 12th, 19th, 26th, and Sept. 2nd.

Yours very truly,

Jay R. Benton

JRB:BCC

Just six more days!!

G.W.F.

July 20, 1945

Dear Mom and Dad,

I'm almost all settled in again out here. Nothing much has changed and life goes on the same as it ever did in the Marine Corps. The food situation has changed a little, though. A lot more attention is given to vegetable and salad courses. I like it a lot better because even if we did have plenty of meat before it wasn't cooked to satisfy.

I've been getting old letters ever since I returned. They got pretty mixed up and it makes me mad. I know there is

Sgt. Peter Benton
[illegible] Box 22
MCAS Santa Barbara
[illegible] California

ETA, C

a letter from Nick that hasn't reached me yet. I think I'll go down and straighten things out tomorrow. I have a dental check in the morning so it'll be a full day. This is my new address;

Sgt. Peter Benton
Box 22 USMCAS
Santa Barbara, (Goleta),
California

Something new every minute. Tell me when to start sending your mail to Millinocket. Next summer I'm sure we'll all be crossing that old bridge. Hope all the logs are out of the river by then. I read that Wilson pitched a three hitter on Sunday. We saw him beat Detroit a couple of weeks back. I sent those negatives to you this morning. The two last ones are the one

you like so well. The other is a shot of the control tower. I thought I might have passed through Mojave on my way back but we went below it.

Went to nine o'clock mass yesterday with my new prayer book. Mom gave it to me for my birthday but I don't think you saw it. I had three letters from Lu to-day and I guess she is using the boat a lot. That's a swell lake for boats and bass.

We have a new pup in the Barracks. His name is "Iwo". He's a black and white spaniel. Cute but awful wet. See you soon.

Love,
Peter

Sgt. Peter J. Benton
~~[illegible]~~ Box 22
MCAS Santa Barbara
leta), California

GOLETA, CALIF.
AUG 1
1-PM
1945

AIR MAIL
8
CENTS
UNITED STATES OF AMERICA

VIA AIR MAIL

Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts

Sea Breeze to Visit City This Afternoon

One of Boston's most welcome visitors, the sea breeze, will arrive here this afternoon, it was announced by the weather man. He added that the day would be a bit warmer, but less humid, highest temperature on the coast being around 78, and for the interior 84. Clear tonight, said he, the thermometer going no lower than 66. He predicts Tuesday will be fair.

Monday, July 30th 1945

Up good and early today at 6 and packing the trunks for Guildhall - Breakfast at 8.30 - orange juice - corn flakes - Fried eggs & Bacon - Bulkie Roll - Iced Coffee - with Frances, to the Square - to Roger Keats to leave a pair of pants (the new suit) to be let out - Subway - and to the office - to learn that Ned. Mansfield has had a Collapse - Everett Lane still out - also heard that Supt. DeKellis of the Manchester office has been drowned - So it was more or less of a hard day - Out to lunch, seul, at 12.30 - to Pieroni's on Washington St - Cherrystone Clams - Fried Egg & Bacon Sandwich - Iced Coffee. Banana + to R. H. White's looking for colored Vases - to Jordan's - to 5th Floor - But no photo-prints Back + to 4th Floor - Bought 3 Vases for cabinet in the Guildhall cottage + Back to the office - subscribed for 18 papers for Guildhall - Paid a lot of household Bills + Left at 5.50 with Mr. & Mrs. Snow and Leary - Home. Sat out on the West Lawn. The Painters did the front Porch floor and the Front door floor today +

Dinner at 6.40. a good combination soup, mostly chicken. Dropped egg on Roast Beef Hash-String Beans-Tomato + Lettuce salad + Toasted English muffins- Milk + Peach Shortcake-To bed early + The American Railway Express came + got the two trunks and off they went to Northumberland.
Again tonight-through the night-the mosquitoes were bad.

Telephone 116-21

K. E. HAYES
TOWN CLERK AND TREASURER
GUILDHALL, VERMONT

July 30

Dear Jay —

May passed away last evening (Sunday) 6.30 P.M. he end came very suddenly — uneral arrangements will depend on enneth's arrival — (if he can make it) om San Diego, Calif. probaly Wed. Thurs —

Karl.

Ray Hayes

Ray Hayes of Groveton died of a heart attack at his home last Sunday evening. Mr. Hayes had been foreman in the Groveton Papers Mill for many years until he became ill two months ago.

Funeral arrangements are incomplete as the family is awaiting contact with a son who is in service and is located on the West coast.

The Coos County Democrat joins with many Groveton friends in their sympathy for Mrs. Hayes and her family. Mrs. Hayes has been a most faithful correspondent for this newspaper.

Friends of Ray Hayes were sorry to hear of his death at his home in Groveton on Sunday afternoon following a short illness. Sympathy of his many friends in Guildhall go to the family.

AN APPRECIATION

When sickness and deepest sorrow entered our home our many friends and relatives came to try to ease our burden. For this we were most grateful. We especially wish to thank our nearest neighbors, Mr. and Mrs. Gordan Marsh, Mr. and Mrs. Linwood Hawes and Mr. and Mrs. Fred Hawksley who stood by us from the first until the end; Nurses, Mrs. Thelma Donovan of New York, Mrs. Threasa Bertwell of W. Milan, Mrs. Maurice Sampson and Mrs. Elizabeth Daley, who when unable to obtain a doctor would try to assure us that we were doing all we could for our loved one. Also for food, telegrams, cards, flowers, bearers and cars used at the funeral.

Mrs. Ray S. Hayes and family,
Amos C. Hayes and family,
Mr. and Mrs. Karl E. Hayes and daughter,
Mrs. Mary Simonds,
Walter Locke, Jr.
Groveton, N. H. (1t)

FOR SALE--1 new table broiler, gentleman's new raincoat, size 42; Oliver typewriter, good condition; 21½ yds. hen wire. Mrs. Ray S. Hayes, Groveton, N. H. (tfp)

Ray Stevens Hayes

Following nine weeks of illness, Ray Stevens Hayes, Foreman at Groveton Papers Co. Mill, passed away at his home in Groveton on July 29, of Coronary Thrombosis.

Mr. Hayes led a very active life. He enjoyed hunting and fishing trips, and he had an enthusiastic interest in baseball, formerly playing—as pitcher. He loved his home and labored to beautify its interior and grounds.

Mr. Hayes was born on Nov. 23, 1884 at Maidstone, Vt., son of Guy C. and Emeline Stevens Hayes. Later he moved to Guildhall where he attended school.

He started to work when 14 years of age and was at the Odell Co. four years; the Gilman Mill, four years; the East Ryegate paper mill, 12 years; Superintendent for Hall Ritcher at the Northumberland Mill for three years, and at the Groveton Mills since 1931, making 47 years in the paper business. It was at East Ryegate that he was pitcher for the Woodsville League.

Mr. Hayes married A. Maude Simonds July 24, 1904 at Dalton. He has two children, Mrs. Hilda H. Malas of Groveton and Kenneth Morse Hayes, Rdm. 3|c at N. T. S. Point Loma, San Diego, Cal. Last year Mr. and Mrs. Hayes celebrated their 41st wedding anniversary and were given a lovely Ruby party by their daughter, Mrs. Malas.

Mr. Hayes has been interested in keeping a snapshot album of Groveton's young men in service. He liked young people and felt a cordial interest in their activities. It had been his wish from a small boy to own the Gans property, which wish was realized when he bought that property in May 1939 and has taken pride in making many improvements.

Mr. Hayes is a member of Pulaski Lodge of Masons in Wells River, Vt.

Every effort was lovingly made to ease and give comfort to him in his last illness. His son had visited him recently in the knowledge of his critical condition but was unable to leave his base at San Diego, to attend the funeral, due to distance.

The funeral service was held at his home last Wednesday afternoon with Rev. E. M. Fuller officiating, and interment at Northumberland Cemetery. The beautiful array of flowers gave evidence of a host of friends.

Survivors are wife, son, daughter, grandson, Peter Duane Hayes, son of Rdm. 3|c and Mrs. Kenneth M. Hayes; two brothers, Amos C. Hayes of Phoenix, N. Y. and Karl E. Hayes of Guildhall, Vt.—(Written by Mrs. Madelyn Muldoon.)

rge to the account of ______________________________ $

ASS OF SERVICE DESIRED			
MESTIC		CABLE	
GRAM	☒	ORDINARY	
ETTER		URGENT RATE	
AL		DEFERRED	
TTER		NIGHT LETTER	

should check class of service otherwise the message will be ransmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

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the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

JULY 31, 1945

MR. KARL E. HAYES
GUILDHALL, VERMONT

TERRIBLY SORRY TO HEAR OF RAY'S PASSING. DEEPEST SYMPATHY.

JAY R. BENTON

---

ge to the account of ______________________________ $

OF SERVICE DESIRED			
ESTIC		CABLE	
AM	☒	ORDINARY	
TER		URGENT RATE	
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TER		NIGHT LETTER	

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WESTERN UNION

1206

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

he following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
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JULY 31, 1945

MRS. RAY S. HAYES
CUMBERLAND STREET
GROVETON, NEW HAMPSHIRE

FRANCES, JAY SEND DEEPEST SYMPATHY. HAVE LOST BEST, OLDEST FRIEND.

JAY R. BENTON

"Floradora."

JULY 31, 1909

To My Wife on Our Anniversary

Today's Weather Fare Nothing to Shout About

O, what a beautiful morning, O, what a beautiful day! O, what a drizzling evening, he fog and the rain's here to stay!

And that about sums up today's weather. There'll be no important temperature changes, the weatherman said last night, but the humidity will rise somewhat and it will be cloudy, drizzly and foggy tonight.

Tuesday, July 31, 1945

This is the 36th Anniversary of Frances' and my first meeting, at "Briarwood" at Scituate. At 8.30 came Frank Klayda with the truck and lugged away the Sears Roebuck Red cushioned Chaise lounge. To crate it and sent it by express to O [illegible]. It has been on the sleeping porch for about four years and has not been used. Then came J. Edward Johnson and I told him about taking off the slip covers from the two davenports in the big Living Room and having them cleaned while we are on vacation. Breakfast - orange juice - oatmeal - Dropped Egg on Corn Beef Hash - ketchup - Toast - Iced Coffee. In old clothes did more clearing out of the cellar - Another long line of "cultch" for the town to take away. Shave, Shower, and dressed. To Town all the way on the cars. Office - Everett came back from his short vacation - Letter from Kack telling me that "Razor" has passed away on Sunday.

"Floradora."

JULY 31, 1909

July 31, 1945

Congratulations to us both
On this important day,
We had the luck to fall in love
And what's more--stay that way!

to Frances
with Great Love
Upon the 36 Anniversary of our meeting July 31, 1909 Jay

At 12.45 to the Parker House - the "Knockers" Club. Tom White, Bayard Tuckerman, Eben Draper, Jarvis Hunt, Allan Buttrick. Broiled Tripe Saute - String Beans - Roll. Cottage Cheese - Iced Coffee. Banana. Bought an anniversary card for Frances — To S.S. Pierce's - and ordered a Batch of foodstuffs to send to Guildhall. To Filene's and bought a nightgown - white with blue Polk dots for Frances - an anniversary present. Back to the office - Real Estate - Work. Left at 4.05 - Taxi to the Hotel Kenmore - Moody waiting with his car to Allston to call on Fred. Mansfield, who is very sick - then on again - a stop at Griffins for another present for Frances. So home. Exchange of presents — Glengarry for me. Sat out on the West Lawn. Salubrious Evening - the day started out foggy - then warmed up - then became just nice from 4.30 on. Dinner.

SGT. PETER J. DENTON
BOX [illegible] USMCAS
SANTA BARBARA, (GOLETA)
CALIFORNIA

LETA, CA
AUG 1

July 31, 1945

Dear Mom and Dad,

A few more pictures arrived today. Did they all come out because there should be many more. Probably you're just sending them along in batches. I picked up a lot of my overseas mail this morning. A birthday card from Nick and a couple of letters from Bill Burke. They both seem in very good spirits. Even expect to come home within too many months. The copy of the B.C.H. alumni magazine was among my mail so I'll have some dry

interesting reading to do after tonight's work. Lewis got a job ahead of me tonight, too.

Had a dental checkup today and Lewis got to have three fillings. Wish I'd seen Dr. Andrews. I was going to have shots, too, but it is a mistake and I can wait one more month before I get them. I have the coming weekend off so I'll catch up on some of those good movies. Jimmie Hickey is putting on his show from here tonight. I think Preston Foster is quite active. Tomorrow night I am corporal of the guard so I'll have to walk

GT. PETER J. BENTON
OX [illegible] USMCAS
ANTA BARBARA, (GOLETA)
ALIFORNIA

LETA, CAL
AUG 1

AIR 8 MAIL

to you in the day
sometime. I wrote to
rry this afternoon.
Told him about my
ther wake at home.
I surely wait anxiously
till you get all those
letters answered. Give
my best to Steve
and I can send
you some things from
this store. I wish I
were going with you.
I'd just put on a life
preserver and go up and
down the Connecticut
River with the canoe
tow. Our fighter planes
are going to Mojave for
twenty days so there
won't be much doing for
awhile. That is about it
for now.

Love,
Your son
Peter

SGT. PETER J. BENTON
BOX 22 USMCAS
SANTA BARBARA, (GOLETA)
CALIFORNIA

GOLETA, CALIF.
AUG 1
1-PM
1945

AIR 8 CENTS MAIL
UNITED STATES OF AMERICA

VIA AIR MAIL

Mr and Mrs Jay R. Benton
3 Pequossette Road
Belmont,
Massachusetts

FBH

With all the
love of thirty six
years
Frances

Dear Jay

Thanks a million for your kindly thought in arranging to have the New York Sunday Times delivered to me while you are away on a much needed vacation - I trust that you will have perfect weather - and a real rest

Lovingly
Mother

July Thirty-one
Nineteen forty five

MORTIMER R. PROCTOR
GOVERNOR

STATE OF VERMONT
EXECUTIVE DEPARTMENT
MONTPELIER

July 31, 1945

Mr. J. R. Benton
160 Congress Street
Boston 10, Mass.

Dear Mr. Benton:

I have just received yours of July 24 and am making my plans to attend the Lancaster Fair. I am greatly looking forward to the occasion.

Sincerely yours,

Mortimer R. Proctor

Governor

mrp.el

August 2, 1945

Hon. Mortimer R. Proctor
Governor of Vermont
State Capitol
Montpelier, Vermont

Dear Governor:

I have your letter in this morning's mail and I know the Directors of the Lancaster Fair and the citizens generally will be delighted to know that you are going to be at the Fair this year.

I am writing the President of the Fair today that you are coming.

Sincerely yours,

Jay R. Benton

JRB:BCC

August 2, 1945

Dr. Dana H. Lee
Lancaster, N. H.

Dear Dana:

In this morning's mail I have received the following note from Governor Proctor.

> "I have just received yours of July 24 and am making my plans to attend the Lancaster Fair. I am greatly looking forward to the occasion."

Sincerely yours,

Jay R. Benton

JRB:BCC

July 31, 1945

Belmont Citizen
72 Trapelo Road
Belmont 78, Mass.

Gentlemen:

Until further notice, kindly change my address from:

3 Pequossette Road
Belmont

to:

Jay R. Benton
Guildhall, Vermont

Yours very truly,

Jay R. Benton

July 31, 1945

Belmont Herald
5 Grove Street
Belmont 78, Mass.

Gentlemen:

Until further notice, kindly change my address from:

3 Pequossette Road
Belmont

to:

Jay R. Benton
Guildhall, Vermont

Yours very truly,

Jay R. Benton

JRB:BCC

After some telephoning, had Everett have go down to the North Station and pick up the railroad tickets to St. Johnsbury for next Sunday.

The Massachusetts SELECTMAN

MASSACHUSETTS SELECTMENS ASSOCIATION

BARNSTABLE · BERKSHIRE
BRISTOL · COUNTY of DUKES
ESSEX · FRANKLIN
HAMPDEN · HAMPSHIRE
MIDDLESEX · NANTUCKET
NORFOLK · PLYMOUTH
SUFFOLK · WORCESTER

Vol. X No. 1

SPRING SUMMER ISSUE 1945

* * * * *

President's Message
Annual Town Report Awards

Axel E. Zetterman

For a Greater Massachusetts
1945 List of Selectmen

For a Greater Massachusetts

By Jay R. Benton, Chairman

Greater Boston Development Committee

Two projects particularly, in the 1945 session of the Massachusetts Legislature, captured the imagination and won the solid support of citizens and legislators in every section of the Commonwealth. These two projects were the Bill for improvement of the Logan International Airport and the Bill for development of the Port of Boston.

United support for these two measures throughout the state symbolized the fact that although the physical improvements were destined for sites which happened to be located in Boston, the projects themselves are vital to the welfare of the entire Commonwealth. We are entering an age which places a premium on efficiency of movement of goods and people by land, sea, and air. This new age serves to emphasize that the development of Greater Boston is vital to the entire statewide community. This is because nature, history and modern invention combine to make Boston a main focal point for sea, land and air transportation extending over far broader dimensions. Because of its location in relation to the nation and the world, New England has both great need and major opportunity to build a brighter economic future through maximum development of its transportation links with the nation and world through its primary terminal in Boston.

The legislative program for development of the Port of Boston was enormously aided by the support received from small communities in the Commonwealth. They recognized that this Port is the greatest natural asset of the Commonwealth. They know that it plays an indispensable part in maintaining healthy and thriving commerce, industry, and agriculture, even in remote small towns in the Berkshires. Indeed, the Selectmen of one such town — Peru, with a population of about 125 — stated, in a letter urging enactment of the Port Authority Bill:

"We believe that any money expended by the Commonwealth for such a purpose will benefit even so small a town as ours, situated as it is, far away in the Berkshires and away from the maddening crowd, because our immediate local metropolis, Pittsfield, ships much of its products abroad, and if Boston becomes a real Port in the sense that New York now is, even our local townspeople who work in Pittsfield, would be benefitted thereby."

In time to come, there will be other projects before the State Legislature which in name may seem to relate chiefly to Boston or Greater Boston, but which, like the Port Authority Bill, will be revealed on closer examination to be measures for statewide development. It is, after all, an accident of geography and names that the greatest natural harbor in New England happens to be located in a place called Boston.

Various measures regarding the future development of Greater Boston are of statewide significance. To see why this is so, let us look at what Greater Boston is. Some 50 or 60 communities surrounding the central city of Boston have today become parts of a single highly interdependent metropolitan section. The land area of this metropolitan section is small in relation to the State or New England as a whole. It looks small on a map. But in terms of population and industry, it embraces one quarter of the New England total and one half of the Massachusetts total. Not only is Greater Boston a great concentration of population and industry. It is also the central element in the functioning of commerce and industry throughout Massachusetts and the entire New England area.

Citizens from outside Greater Boston may sometimes look askance at the bigness of Greater Boston. They may want to criticize, perhaps not without justification, some of Boston's doings or failures to do. But no one, even in the most remote village of Massachusetts, can fail to see that the prosperity of Massachusetts and of New England is indissolubly bound up with the future of Greater Boston. Much of Boston's influence and power flows out and touches outside institutions and communities. If Boston has economic, political, and social health on a high standard, it will benefit the entire region. Conversely, if Boston is sick in terms of economics, politics, or social behavior, its sickness cannot fail in time to blight the health of outlying peoples and communities.

It is generally agreed that Boston and Greater Boston are not in the best possible state of health. A recent report of the Special Recess Commission on Real Estate Taxation found: "Massachusetts is declining in wealth, taxable values, employment and population . . . it is fighting and has long fought a losing struggle to find jobs for as many people as were at work in the state in 1899." As might be expected for an area embracing one half the population of the state, the greatest concentration of the ills described by the Recess Commission falls in Boston. The economic management, the physical functioning, and the civic achievement of Boston and of various other large cities adjacent to Boston are recognized to be poorer than might be desired or felt possible. In addition, the great complex metropolitan region does not function very effectively as a whole.

All citizens, whether of Greater Boston or of other communities in the state, must agree that anything that Boston can do to lift itself up again with new health and new vigor, will be to the advantage of the entire state. Conversely any failure to achieve good civic management in Greater Boston will throw added burdens on the state.

It should be highly encouraging to all the rest of the state that a spontaneous uprising of citizens is taking place in Greater Boston. The Bill for the improvement of the Port of Boston represents the first choice in action by an organized Greater Boston group which has emerged to tackle Greater Boston's problems and develop its opportunities.

Although this first step in the program of the Greater Boston Development Committee which represents the spearhead of this effort "to put Boston on its feet," involved asking the state Legislature for a substantial sum of money for Port development, it is not the aim of the Greater Boston Development Committee to try to solve Boston's problems by transferring them to the state. It is rather the aim, of this group to organize the

potential power of the citizens of Greater Boston to come to grips with their common affairs and eventually to achieve a higher level of economic, social and political self-management.

The leaders of the movement for Greater Boston development are acutely aware that most of the smaller communities of the Commonwealth are well managed. Perhaps some way can be found to manage the big metropolitan community of Greater Boston just as intelligently as the small community is managed under its town meeting government.

This is a big job. If citizens outside Greater Boston consider the bigness of the job, their sympathetic understanding and support will help Greater Boston to accomplish what it is setting out to do.

Let us, therefore, take a closer look at where the Greater Boston Development Committee came from, what it is, and what it plans to do. The spontaneous uprising of Greater Boston citizens, previously mentioned, manifested itself in several ways during the year 1944.

A Boston Contest was organized. Individuals and teams of individuals were invited to present proposed master plans for metropolitan development. The large number of plans submitted (90 in all) and the calibre of the men who undertook the arduous work required by the conditions of the Contest set a new standard for contests of this kind. This response of many of the finest minds in Greater Boston to the challenge of shaping a plan for the region's future, is an encouraging sign of the great interest and willingness of citizens to come to grips with big problems.

A second major development was the formation of a "Boston Looks Ahead Committee" which developed an exhibition at the Museum of Fine Arts early in 1945 relative to many phases of city planning. Lectures were held in connection with the exhibit. The interest in this exhibit was so great among the citizens of Greater Boston that it had to be extended beyond the time originally scheduled.

The year 1944 also saw businessmen and industrialists organized in a Committee for Economic Development, undertake the study of post-war employment in Greater Boston as a first step toward planning for needed commercial and industrial development programs in the future. This Committee operates on the basis that jobs for all who wish to work are essential to the economic health of the community. In addition, the Committee recognizes that unless the metropolitan area can provide jobs and create useful wealth, it will not be in a position to pay for the many additional facilities and services required for a truly modern city or to bear its fair share of statewide burdens.

The emergence of the Greater Boston Development Committee, a group organized to undertake action on specific needed projects and opportunities, represents another major development in Greater Boston during 1944. This Committee is now composed of nearly 200 leaders of groups and organizations representing every interest in the Greater Boston community. Its slogan, "Action Today for the Greater Boston of Tomorrow", was put into practice as soon as the organization of the Committee was completed and announced to the public. The Committee selected as its first project, development of the Port of Boston. The Bill calling for a Boston Port Authority backed by state credit for the construction of needed facilities was filed in the Legislature early in January 1945.

Because of the staewide significance of this project, the Committee was instrumental in the formation of the Massachusetts Committee for Port Development, under the chairmanship of Ralph E. Flanders, President of the Federal Reserve Bank of Boston. The purpose of this Committee was to inform the people of the Commonwealth of the need for this measure and to express the great statewide interest in the Port development program.

The wholehearted and active support which this No. 1 project of the Greater Boston Development Committee has enjoyed among the Selectmen of Massachusetts was in a large degree responsible for its smooth sailing in the Legislature. Over 200 Boards of Selectmen representing about 1,000,000 people recorded themselves in writing in favor of the Port Authority Bill.

Looking into the future, the Greater Boston Development Committee sees various needs and opportunities on which action is imperative and will benefit not only Greater Boston but the entire state. Among the needs to which the Committee is now devoting attention are:

1. *Port Development.*

The Port Authority Bill enacted by the Legislature represents the first great step for Port development. Only experience as time goes on will show whether additional legislation or appropriation is necessary in order to maintain this vital service to Massachusetts commerce and industry, or to seize new opportunities which may arise for building more business. However, the passage of legislation and the modernization of facilities are not enough in themselves. The Port will benefit Massachusetts communities and Massachusetts industries to the extent that it is used by shippers throughout the Commonwealth. In addition, its advantages should be "sold" by Port boosters from Massachusetts and New England in their dealings with business interests in areas outside New England which can be economically served through the Port. People of our state need to be aware of the resources of our state and to be as aggressive in selling these advantages as, for example, Californians are in selling their sunshine to the rest of the country.

2. *Aviation Development.*

Strategetic location of Boston, Massachusetts, and New England, in a great emerging age of air travel and transportation, brings opportunity to make this region a great focal point in the world-wide airborne movement of goods and people. This opportunity must, indeed, be seized if this region is to hold its own in industry and trade. Aviation development involves the development of the Logan International Airport as a major terminal for planes travelling to all parts of the nation, hemisphere and world. It also involves secondary airports elsewhere in Massachusetts and New England to link the cities, towns and industries of the whole region with the great central terminal. It involves the development of facilities for private plane travel and transportation for quick movement from one point to another in Massachusetts and New England. A great forward step was taken by the 1945 Legislature in passage of the Bill for uninterrupted development of the Logan International Airport for the next two years. In time to come, much more must be done in the field of aviation development by Greater Boston, Massachusetts and New England, all working together for the best final benefits to all. We must not forget that we are now only 60 hours by air from any point on the globe. We must seize our opportunity to play a great part in this new air world.

3. *Traffic and Transportation.*

The great movement of goods and people between other parts of Massachusetts and the major commercial and industrial focal point of Greater Boston makes it necessary to undertake development of efficient transportation within the metropolitan region and to all points outside. The solution of this problem may affect the future of this whole area with regard to development of new industries and new trade. An area whose arteries for the flow of traffic are clogged and choked is not attractive to business enterprises which count the costs of waste time. Our "circulation" must be good. Because the metropolitan area is an interlocking whole composed of numerous cities and towns, the development of efficient and well integrated transportation necessarily involves the use of powers of the state. It is impossible for any single community in Greater Boston to solve the problem. The Rapid Transit System of Greater Boston has for many years been costly to the state without providing services equal to the need. It will take state action of some kind to solve this problem. While the Greater Boston Development Committee has as yet adopted no specific program with regard to either highway or rapid transit development within the metropolitan area, it recognizes that careful study should yield some plan which would at one and the same time provide more efficient service and do so more economically.

4. *Finance and Taxation.*

The financial and taxation problems faced by the city of Boston and some other large cities near the center of the metropolitan region are critical for these cities and unless solved may become critical for the state. These problems result from many complex causes. Solution is not easy. While better government is certainly an important part of the problem, it is by no means the whole or only part. The problem is a metropolitan problem rather than a Boston problem. It cannot be solved simply by attention to the political aspect, although this is an indispensable ingredient. It involves skillful city planning and engineering, of a magnitude and complexity which the smaller city or town does not have. The solution will depend upon a positive, energetic and open-minded approach not only on the part of citizens of Greater Boston but on the part of people in all other sections of the state.

5 *Community Development.*

The development of Greater Boston embraces the whole broad range of interlocking human activity with regard to industry, commerce, residential development, institutional facilities, and social services. Many of these activities embrace statewide and even New England wide welfare. The needs of the Greater Boston community as a whole must be studied. Plans must be made with regard to where and how specific developments are to be carried forward in such a way as to make all the developments fit together as a whole. There is no single public or governmental organization now doing this job. Nor is there any private organization embracing the whole outlook. The Greater Boston Development Committee does not intend to take over any activities which are being well performed by other organizations. But it will serve as a focal point to bring together all interests, both public and private, for the purpose of agreeing upon workable plans and getting busy to put them into action.

There are undoubtedly other phases of problems and opportunities which the Greater Boston Development Committee will undertake to act upon as time goes on. But these five major fields are obviously ones which now urgently require a unified approach and unified action. A sound program to meet these big problems will benefit both Greater Boston and the entire state.

Not all of the programs of the Greater Boston Development Committee will involve state legislation. Fewer still will involve state appropriation.

For the most part, the solution of Greater Boston's problems lies in the hands of the more than 2,000,000 people in this great metropolitan community. To the extent that these 2,000,000 get busy to solve their own problems they will lessen the problems of the 2½ million people outside of Greater Boston. Much of what is most needed and will be most valuable both to the community and to the state will not depend upon legislation. It will come about through the voluntary, cooperative action of Greater Boston citizens working together on common programs which will have been widely discussed and agreed upon.

Many of the most important steps and achievements for improving Greater Boston may not come particularly to the attention of legislators or selectmen or citizens in communities in other parts of the state. It may be that communities outside Greater Boston will hear about the Development Committee only when a problem requires action by the state Legislature. The broader currents of day to day constructive activity will be less visible to those outside metropolitan Boston.

This fact might well be borne in mind when viewing legislative proposals brought before the General Court with the sponsorship and backing of the Greater Boston Development Committee. If the real nature and program of this spontaneous uprising and citizen movement is not recognized by leaders from outside Greater Boston, they may erroneously believe that the only activity of this group is in the field of legislation.

The Greater Boston Development Committee, therefore, sincerely appreciate this opportunity to place before the Selectmen of Massachusetts this general statement of its purposes, its philosophy and its program, so far as now determined. The Committee will aim to the best of its ability to take the broad view of all problems and opportunities. It desires that every step in its program may lead to a higher level of living standards not only for the people of Greater Boston but for all the people of Massachusetts.

WELLS BINDERY
WALTHAM, MASS.
JAN. 1946